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BENJAMIN BOWRING
AND HIS DESCENDANTS

A RECORD OF MERCANTILE ACHIEVEMENT

BY
ARTHUR C. WARDLE

WITH A FOREWORD BY
THE HON. SIR EDGAR R. BOWRING, K.C.M.G.

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THE HONOURABLE SIR EDGAR RENNIE BOWRING, K.C.M.G.

frontispiece



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FOREWORD

TRADITION is probably the proudest heritage of the British people, and even the most humble family in the Empire may, without ostentation, look back with pride to the sturdiness and fortitude of its progenitors. There can be no presumption, therefore, in adding this foreword to a work which has required much patience and the occupation of many leisure hours in order to preserve, for future generations of Bowings, some authentic record of the activities of their ancestors.

The chronicle deals mainly with the descendants of, and the business founded by, my grandfather, and, although it constitutes but a passing tribute to his high integrity and business ability, I feel that its publication will have the effect of stimulating among all members of the family and the firm a gratitude for the heritage which those qualities have provided for us. I have lived through many of the years covered by the following pages and have witnessed at very close quarters, in times of prosperity and of stress, the remarkable development of the firm's business in all of its departments. Also, on occasion, I have had to face up to crises more serious than the normal troubles and difficulties of trade; yet, encouraged by a mercantile tradition second to none and comforted by that co-operation which has always been characteristic of the Bowring firm and its employees, these crises have been successfully countered. The outstanding feature of the family is its capacity for continuous hard work and love of it, and it is in that spirit that this great mercantile concern must be carried forward

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FORWORD

if it is to survive the rapidly changing conditions of modern trade and commerce.

As family documents and commercial records are so apt to become dispersed, and finally lost, during the passing of years as to render the task of recording ultimately well-nigh impossible, I deemed it a duty, as the senior member of a very large family and as Chairman of an important mercantile concern, to have this chronicle set out in book form without delay, so that matters pertaining to the establishment of the firm more than a hundred and twenty-five years ago might be placed beyond the realms of hearsay, and in this the compiler has ably succeeded. I trust that posterity a hundred years hence will enable another Bowring chronicler to glance retrospectively over a similar span of public usefulness and successful mercantile activity on the part of those who follow this generation.

EDGAR R. BOWRING

COMPILER'S NOTE

BEING primarily intended for members of the Bowring family and their employees, this book resolves itself into a chronicle of incidents and events which, although apparently trivial to any casual reader, are so proximate as to become essential to a true understanding of a trading achievement probably unique in the annals of commerce.

No excuse is offered for insertion of two lengthy descriptions of disastrous fires which visited the city of St. John's, Newfoundland, in the last century. Prowse, in his excellent history of that Colony, did not include these, and their reproduction here may be appreciated by such Newfoundland readers as may chance upon this chronicle. A similar plea is made for the insertion of many early newspaper advertisements which throw light on the mercantile practice of those days.

The work has proved absorbing and pleasurable, and acknowledgments are made to various members of the Bowring family, to the officials at the Public Records Office, the city libraries of Liverpool and Exeter, the proprietors of the *Liverpool Daily Post* and the *Journal of Commerce*, also to the staff of the Liverpool Underwriters' Association, for their courtesy during research.

A. C. W.

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CHAPTER I

A DEVONSHIRE LINEAGE

FOR the past six hundred years the name Bouryng, Bowringe, or Bowring has appeared constantly in West Country records, and is derived from the Anglo-Saxon "buring" – son of the farmer. As early as 1303, Stephen Bouryng held the manor of Bouryngslegh, or Bowringsleigh, about three-quarters of a mile west of Kingsbridge, in Devon, an estate later in possession of the Ilbert family. In 1337, Stephanus Bouryng was a vicar of Exeter Cathedral, and among the manuscripts of the Records Commission are copies of several royal patents addressed to members of the Bowring family who were monks and laics during Catholic times, one of them – John Bouryng – being a Lent reader of the Inner Temple, who afterwards became a Lord Chief Justice of Ireland.

John, Richard, and Thomas Bouryng were stannators of the old stannary court at Chagford, in Devon, in 1373; while another John Bouryng of that period held the King's chaplaincy and was presented to ecclesiastical livings in Lincolnshire and Devonshire. In 1425, Richard Bouryng became Mayor of Kingsbridge, and an extant deed bears the signature: "Richard Bouryng, tunc Majore de Kyngisbrigge," together with his own private seal, obviously loaned for the occasion. His son, William, bailiff of the adjacent town of Dodbrooke in 1436, was followed by Thomas Bouryng, Justice of the Peace for county Devon, who served on several commissions, including the commission of array formed to impress able-bodied men into

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military service before the battle of Bosworth. Thomas Bouryng's son, Robert, also a Justice of the Peace, died in 1514, without male issue. In the parish records (5-6 Henry VIII, 1513-1514) of St. Petrock's, Exeter, appears an entry for 'clausco duo ecclia pi diet' pulsat'', i.e. a knell, twopence. His daughter Thomasina retained the family estate until her death, at the age of seventeen, when Bouryngslegh passed to her uncle, Ralph Bouryng. At Ralph's death, in 1509, the property went to his sister, Alice, who married William Pyke, of Glastonbury, the estate eventually being sold. When last held by the family, in the reign of Henry the Eighth, the Bowringsleigh estates comprised the following properties in the manors of

Widelouse:	a residence, 70 acres of land, 10 acres of woodland.
Milme:	3 houses, 6 gardens, and 30 acres of land.
Bowwill:	a residence, 40 acres of land, and 12 acres of meadow.
Hampton:	3 houses, 200 acres of land, 100 acres of furze and heather.
Malton:	60 acres of land, 40 acres of pasture, 20 acres of meadow, 6 acres of woodland.
Kingscote:	3 houses, with gardens.
Oldswinford:	A cottage and garden, with half an acre of land.
Luscombe:	22 acres of land, 10 acres of meadowland, 40 acres of furze.
Tarrepprie:	a residence, 200 acres of land, and 40 acres furze, etc.
Stodall:	20 acres of land.
Widdowndale:	a residence and 160 acres of land.
Worthale:	a residence and 200 acres of land.
Cliff:	
Dettenmouth	40 acres of land and 10 acres of furze and heath.
Heddes:	
Stoke Fleming	

Robert Bowring also held estate in Gloucestershire, consisting of a residence, with five acres of pasture, ten acres of heathlands, and four acres of moorlands. He held, in addition, in West Ham, in Donne Hanam, in Oldeland, in Blitton, and in Upton: ten messuages, two hundred acres



BENJAMIN BOWRING IN 1811
A conjectural drawing

A DEVONSHIRE LINEAGE

of land, twenty acres of meadowland, forty acres of pastureland, ten acres of woodlands, twenty acres of heath and twenty acres of moorland.

With reference to the Pike family, Collinson, in his history of Somerset, wrote: "William Kenne held of the lands of Martock fifteen messuages, two caracutes of arable land, forty acres of meadow, and twenty acres of pasture in Ash Boleyn and Witcombe, and was succeeded in that property by Anthony Kenne, his son and heir. The family of Pyke or Pike were the next possessors of this place. William Pike, of Pike's Ash, married Alice the daughter of Thomas Bowring, Esq., of Bowring's Leigh in the County of Devon and had issue Robert Pike his son and heir . . . to which Robert Pike succeeded his son Thomas who by Mary, daughter of John Stawell, of Coshelton, had issue Elizabeth, married to James Leigh, otherwise Reynolds, who dissipated the estate. . . ."

Earlier Bourynges, who had migrated from Bowringsleigh, included a William Bowringe, settled at Tiverton, in Devon, and considered to be a son of that William Bowringe who was bailiff of Dodbrooke in 1436. For more than two hundred years the name appears in the records of Tiverton, then a centre of the Devonshire woollen industry. William of Tiverton had a son, Ralph (died 1533), whose son John, and a grandson John, carried the direct line of descent to Ralph Bowringe. His brother Thomas (born 1565) is mentioned in the Tiverton parish records for 1615 as having received eighteenpence for "carrynge of the Parische armour to Cullompton and bryngynge of it back again."

Ralph Bowringe's second son, John – who in 1623 married Joan Harris – had served an apprenticeship to the woollen trade. His name appears in the roll of apprentices in the books of the Drapers' Company, London, where in 1630 he and other Devonshire dissenters, then on a business visit to the metropolis, heard the Rev. John Shawe preach

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a sermon, and were so impressed that they sought an interview, but the cleric evaded them. When next in London, they followed him to his lodgings and pleaded with him so earnestly to go and officiate at Chulmleigh (where John Bowring had settled) that he consented. John Bowring and his kinsman, Lewis Stuckley, related to Sir Walter Raleigh, paid Shawe's stipend whilst ministering at the little Devonshire town.

The influence of this zealous Puritan's teachings was revealed a few years later in those persistently dissenting opinions expressed by the lecturers at Exeter Cathedral. They attracted the bishop's notice, and he complained to the King that the lecturers were "turbulent and factious." John Bowring was among the offenders, and the bishop informed the King that he was a stubborn Nonconformist and that the best thing to do was "to cut off his head." The lecturers were ejected from the Cathedral, and, when Archbishop Laud turned Shawe away from Chulmleigh Church, John Bowring and Lewis Stuckley acted quickly. Bowring, having land, gave it; whereupon his kinsman built the little chapel which stands to-day, its walls bearing the arms of both families, with the legend: "Well, bravely done." Later, the dissenting cause at Chulmleigh was administered by the Rev. Nathaniel Cocke, whose sister married into the Bowring family. He bequeathed several properties to John Bowring's grandchildren.

Although Bowring proved such a sturdy Nonconformist, it is believed that he was the man who shared imprisonment with Charles the First at Carisbrooke Castle. At the British Museum there is a document, printed in 1708, purporting to be the copy of a petition addressed by John Bowring "To the most high and mighty monarch CHARLES THE SECOND, and to the most serene majesty CATHERINA, the most gracious Queen and Consort; the humblest of prostrately devoted vassals, SIR JOHN BOWRING, KNIGHT, in all

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submission and humility, presents this manuscript of many most occult, considerable concerns, and secret transactions, relating to your glorious father, ENGLAND'S Royal PROTO MARTYR." Bowring avers that had Charles the First heeded his counsels "his Majesty would have been rescued from his perils." He states that on more than one occasion he provided, for his master's most urgent necessities, several hundreds of pounds in gold, and that, in gratitude for the dangers and risks incurred, the King knighted him, but the patent (not being ennobled at the Heralds' Office owing to the troublesome times) was eaten by mice in its place of concealment behind a wainscoting.

Among the records calendared by the Historical Manuscripts Commission are several references to this John Bowring, including a quaint agreement dated April 1st, 1652, between Sir John Gell and Bowring. If John Bowring, by himself or others in Parliament, obtains the suit for pardon of the sentence for misprison of treason, for which Gell had petitioned, without a fine upon the said John Gell, and an order of the House of Parliament for the same, then John Gell shall pay to Bowring £300, and as much more as Bowring shall reasonably request, not exceeding in all £400. Bowring honoured this agreement, as the following record calendared by the Historical Manuscripts Commission (Portland MSS.) reveals: "Sir John Gell sent thither to tender his service and to desire a pardon from the late King for his former actions. The King gave him something to that purpose under his hand and signett. One Bowring, a servant to the Lord Commissioner Lisle, came down to sollicite the businesse. What money was given for it, he best knowes."

The State Papers of Charles the Second's reign include a number of letters and petitions from John Bowring. In 1660, he petitioned for permission to wait upon the King in order to give particulars of his attendance "on his late

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Majesty, both in the Isle of Wight and in Scotland," and to ask for a place as commissioner in the Office of Alienation. Later in the year, he submitted a proposal to settle the revenue, "which has suffered much through embezzlement, by re-erecting the Courts of Augmentation and Survey, which the King has full power to do, that he may have a full view of his revenue as now restored, the auditors books being no longer such certain marks to understand as previously, also by having a full survey of all lands, the books of the Survey being embezzled or out of order." For some years he was persistent in these petitions, and in 1664 again refers to the Courts of Survey and Augmentation, adding that "he has other most material things to communicate but wishes to do so to the King in person, rather than commit them to paper, and also to explain to him the project of the late King for settling the revenue so as to assist himself in case of domestic broils." Charles presumably commanded John Bowring to consult the Lord Treasurer on these matters, for a two-page letter to the King, in 1666, is calendared as follows: "Letter from John Bowring. Cannot consult the Lord Treasurer, as commanded, on his two propositions about the revenue, as they require great privacy; one was a methodical settling of the whole revenue, as proposed by the late King; the other the amassing of a private bank of money, as done by provident kings like Henry VII who died worth £1,700,000, and by the late King who, saying 'It is good to provide for the worst of things; the best ever help themselves,' had £200,000 laid by wherewith he paid and dismissed the Scots without help of Parliament. Wishes to tell him the scheme devised by his late Majesty for settling the militia revenue to greater advantage and splendour, in which the writer was to have been employed. Was reproached four years ago with wanting to make the King absolute by his mode of disposing of leases. Wishes to have some place near his Majesty that he

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may make the revenue flourishing and enable him to obtain a secret mass of treasure." Charles, however, seems to have ignored the applicant, who died in London in 1669, and was buried at St. Dunstan's.

His son John (born 1635) married Mary Squire at Chulmleigh, where he carried on his father's woollen-making business, issuing his own coins, or tokens, for payment of his workmen. Several of these coins still exist, and constitute an interesting memento of the vanished Devonshire woollen industry. They bear the inscription:

(ob.) IOHN. BOWRING. OF. - HIS. HALF. PENY. I.B.M.
(re.) CHVLMLEIGH. 1670. - Device: a wool-comb.

The initials I.B.M. represent those of John and Mary Bowring, whilst the device of the wool-comb shows his craft. Like his father, John Bowring held strong dissenting views, and was one of the first persons in England permitted to hold Nonconformist religious worship within his own household, as confirmed by an entry in the State records, calendared as under:

April 20, 1672: Note of request for a licence for worship from John Bowring for his house at Chulmleigh. Presbyterian.
April 28, 1672: Licence granted to John Bowring for his house at Chulmleigh. Presbyterian.

Previously his name had appeared in a petition addressed to the King by Exeter citizens, imploring "his princely wisdom to relieve them in time to come from the many difficulties to which they had been subjected for endeavouring to praise God in matters of His worship to the best of their understanding." They go on to express gratitude for His Majesty's late pardon, and declare that they "being suitors from the Lord and King, hate all rebellion upon any pretence whatsoever." The Bishop of Exeter, however, informed the Archbishop that this petition was clandestinely signed, and he

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called the petitioners "notorious Dissenters who will not take the oaths required." He asks how the King received their petition. "For, if they be encouraged, not only will all ecclesiastical censure be insignificant, but they will herd together and fit themselves for another rebellion." John Bowring was the object of constant persecution by this charitable Bishop of Exeter.

On Bowring's death, his widow continued in the manufacture of woollens at Chulmleigh. She had intended to repurchase John Bowring's landed property, sold that he might enter the woollen trade. But, when Monmouth landed in 1685, she concealed all her money and plate in silver vessels, which she hid in her stocks of woollens. The hoard was discovered by the soldiery, who ransacked her house and carried away the booty and two of her apprentices. John Bowring, one of those committed to the Bloody Assizes, was found over at Wells, in Somerset, in the sum of one hundred pounds to appear at the next assizes. There is no further record of the trial, and possibly he was executed or transported to the plantations with numerous other Dissenters who had flocked to the rebel banner of Monmouth. His son John, born 1680, became a schoolmaster, and wrote much anti-Jacobite verse. He married Joan, a sister of the Rev. Nathaniel Cocke, and they had nine children.

The eldest, John, born at Chulmleigh in 1706, married Mary Manning, by whom he had three sons: John, Samuel, and Benjamin. This trio eventually engaged in trade with the American colonies, and John, who had been shipwrecked on the Georgian coast, married Ramsene, a daughter of one of the Indian chiefs. She died at Chulmleigh in 1783, and John Bowring was drowned in the Bay of Honduras. His brother Samuel married Sarah Pope, of Exeter, in 1772, and settled in London. He owned the ship *Indian Chief*, 230 tons, built in Nova Scotia, 1789, and



A GRANDFATHER CLOCK, BY BENJAMIN BOWRING

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employed in the North American trade. Samuel Bowring died at Hackney in 1829, and his eldest son, Samuel, carried on the business of West Indian merchant at 82 Great Tower Street, London. Another son, John James Bowring, born 1779, became a wine cooper and bottle dealer at 12 Laurence Pountney Lane, London. The third son, Charles, born 1782, was a partner in Bowring & Gardner, sugar brokers and coffee dealers, who had an office at 26 Rood Lane, London; while the fourth son, Henry, born 1793, for many years conducted a Colonial brokerage business in Mincing Lane, and the youngest son, Lindsey, born in 1795 and dying young, was buried in the same grave as his parents at New Gravel Pit Unitarian Chapel, Paradise Place, Hackney.

Josiah Bowring, second son of the John Bowring of 1680, was born at Chulmleigh in 1708, and married Mary Ashplant. They had one son, Nathaniel, and three daughters, one of whom married William Sloman, of Chulmleigh.

Benjamin Bowring, third son of the John of 1680, settled at Exeter and married Elizabeth Drewe, widow of Michael Drewe, in 1735, at the Cathedral. Two years later he was made a freeman of the 'Tuckers' Guild at Exeter. He is believed to have been part-author of the Devonshire dialect poem "Exmoor Scolding," and in 1745 joined in the Exeter Association for supporting King George the Second against the Young Pretender. They had seven sons: John, three Benjamins, who all died young, Nathaniel, William, and Moses. John, the eldest, followed the woollen trade, and is described as being a most cultured man, with strong sympathies for the cause of the American colonists, his views being so unpopular in Exeter that the mob burned his effigy in the Cathedral Yard. He married Margaret Hutchings, of Moretonhampstead, Devon, was made a freeman of Exeter, and died in 1805, leaving one son, Charles, to carry on the business of Bowring & Son,

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exporters of coarse woollens to Spain and China. Charles Bowring purchased the Larkbeare property at Exeter from the Baring family (of banking fame), and erected the buildings afterwards used as the judges' lodgings there. Bowring & Son were the last of the old Devonshire woollen firms, and Charles Bowring (died 1856) lived to see the industry's final decay and transference to the North Country.

His eldest son, John, was born at Exeter in 1792. He left school when fourteen years of age and, after five years' clerkship at Exeter, went to London in 1811 as a clerk to Milford & Company. Two years later they sent him to the Spanish Peninsula to secure orders for supplying the British Army there, but on his return he embarked upon the Mediterranean trade on his own account under the style of "Bowring & Company," establishing a branch at Gibraltar as "Bowring & Murdock," their principal trade being the shipment of herrings from England. This business brought him into contact, through the Norwich firm of Thomas Martineau & Sons, with George Borrow, the author of *Latengro* and other works of Romany interest, who also worked for a time at Norwich. Borrow afterwards satirised Sir John Bowring, devoting a complete chapter of *Romany Rye*, under the caption "The Old Radical," to a quite undeserved castigation of him. John Bowring gained the friendship of Jeremy Bentham, the economist, and at an early age became editor of the *Westminster Review*. His renderings of the songs and ballads of the European peoples secured world-wide reputation. He wrote, too, pamphlets of a social and political nature, and also many hymns still familiar to-day. He served as English commercial commissioner to France, Belgium, and other European States, was twice shipwrecked, entered Parliament, and for ten years acted as British Plenipotentiary to China, receiving a knighthood for these public services. Sir John was a pioneer

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of Free Trade, a firm supporter of the metric system, and a voluminous writer. Encouraged by the Prince Consort, he introduced the florin into the English currency. It is said that Sir John understood two hundred languages and could speak one hundred. This versatile man died at Exeter in 1872, and his descendants have rendered valuable services to the State as administrators, soldiers, and sailors.

Moses Bowring, fourth son of the John of 1680, died at Jamaica in 1743. The youngest son, Nathaniel (born 1716), married Martha Fisher, of Exeter, and they had ten children. Nathaniel was a member of the Exeter Association which supported King George the Second against the Young Pretender. Their youngest son, Josiah (born 1757), married Lucinda Atkin, and from 1781 to 1808 exhibited miniature paintings at the Royal Academy. Though not ranked very high, his work is regarded with favour, and he was acknowledged to have been a most accurate draughtsman. Several of his works still exist, bearing the monogram JB, and at the entrance-hall of the British Museum there is an engraved portrait of J. Stephens (1807) "after J. Bowring." Mr. Charles W. Bowring, of New York, possesses a small portrait of Josiah Bowring, painted by the artist himself. He died in 1832, and his eldest son, John Raphael Bowring, also exhibited at the Royal Academy. Another son, George Bowring (born 1792), married Mary Dawson, of Liverpool, in which town he settled in 1834 as a landscape painter, exhibiting several works at the Liverpool Academy between 1835 and 1840. His brother, J. R. Bowring, also became domiciled at Liverpool, where he followed the profession of accountant.

From 1773 to 1780 a Benjamin Bowring exhibited miniatures at the Royal Academy, London, but little is known of his work. He is probably the watchmaker who, according to tradition, was seated in a Liverpool tavern in 1766, engaged in conversation with a Captain Cole, who displayed a

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painting of the brigantine of which he was master. The captain had just suggested that there should be some gallery where pictures of this nature might be shown, when a distinguished-looking stranger walked into the room and joined the conversation. The stranger, who was none other than Sir Joshua Reynolds, became much interested in the idea of an exhibition, and within a year or two of this chance meeting the first display of paintings was held at the Academy. It is coincident that, nearly two hundred years afterwards, the late Sir Frederick Charles Bowring and Alderman H. A. Cole, both descendants of the two friends above-mentioned, should find themselves on the Committee of the Liverpool Art Gallery, on which they served for many years and did much to encourage local and national artists. In possession of Sir Edgar R. Bowring (the present chairman of the firm) are two oil paintings or portraits of Mr. and Mrs. Benjamin Bowring, probably the work of his son, Josiah, above mentioned. It is also believed that Benjamin Bowring was the "Mr. Bowring" whose manuscript notes, in criticism, appear in a copy of *The Elements of Clock and Watch Work*, by Alexander Cumming, F.R.S., published in 1766, and now in possession of the Clockmakers' Company at the London Guildhall Library.

Nathaniel Bowring, third son of Benjamin Bowring (1710-1776), of Holy Trinity, Exeter, was born in 1741, and followed the family calling of fuller, or serge-maker. In 1764 he married Susannah White, daughter of Edward White, a Moretonhampstead woollen-maker, by whom he had three children: William, Benjamin, and Harriet, and others who died young. William Bowring, born 1767, became a noted Exeter attorney, and, as parochial commissioner, represented the parish of All-hallows-in-the-Wall. In 1794 he reported in shorthand the celebrated trial for seditious speech of William Winterbotham. He served as clerk to the Exeter Commissioners and as secretary of the Royal

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Lancasterian School, later known as the Exeter British School Society. His name appears frequently in old records of that city, and he subscribed liberally to local charities. He married Miss Jenny Fouracre, and they had three daughters: Frances, Mary, and Harriet, the first-named marrying her father's legal agent in London, S. W. Darke. William Bowring, who practised law at Bartholomew's Yard, Exeter, died in 1827. A firm upholder of the cause against African slavery, he was also a staunch opponent of the property tax and a champion of the cause of religious toleration. In Exeter he secured high esteem, and may have been the cousin of whom Sir John Bowring wrote: "I was engaged for years in a fierce polemic struggle with a cousin whose talents I was taught to hold in high respect." The measure of that respect can be gauged from the following obituary notices:—

"This morning, in his sixty-first year of age, William Bowring, Esq., solicitor and Clerk to the Commissioners for improving the City. A gentleman of strict integrity and long and extensive practice, in which all the powers of a mind naturally acute were brought into exercise, enabling him so accurately to fulfil his duties, whether public or private, that as the adviser, father, husband, friend or master, he will be for long held in grateful remembrance." (*Exeter Flying Post*, 1st February, 1827.)

"On Thursday, age sixty-seven, Mrs. Bowring, the relict of the late William Bowring, Esq., of this City, solicitor. The conduct of this excellent woman might well be held up as a model for the formation of character in private life, in every situation of which she was always desirous to learn and perform her duty; exemplary as a wife, tender and affectionate as a parent, constant and zealous in her friendship, a kind and generous mistress, and with a mind ever open to charitable call—qualities such as these could not fail to bless their possessor with a more than ordinary share of respect and esteem in this world—in the next they will have their full reward." (*Exeter Flying Post*, 25th October, 1827.)

Harriet Bowring, Nathaniel's daughter, married William Tricks, of South Street, Exeter, where she conducted a millinery business until her death in May, 1831, at sixty-four years of age.

Many of these early Bowrings became freemen of the city

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of Exeter by virtue of admission to the 'Tuckers' Guild, and the following is a note of some of the later freemen, extracted from local records by the courtesy of the City Librarian at Exeter:

Benjamin Bowring, of Holy Trinity, fuller	1737
Nathaniel Bowring, fuller	1740
John Bowring, fuller	1757
Nathaniel Bowring, junior, fuller	1763
William Bowring, fuller	1768
William Bowring, gentleman, by heirship	1790
Charles Bowring, of Larkbeare	1793
Thomas Bowring, of Holy Trinity, fuller	1794
Edward Bowring, warehouseman, of London	1804
William Bowring, the younger	1813
Sir John Bowring	1861
John Charles Bowring	1866

The process of "fulling," or milling, consisted of beating the fabric in a damp state by heavy wooden hammers in the fulling-mill. Some of the Exeter cloths required very little fulling, but the dearer serges closely resembled broadcloths, requiring careful fulling, upon which a great deal of the final quality depended, and these had a ready sale among the middle classes at home and abroad. The Bowrings were principally engaged in preparing woollens for foreign markets, especially China, the monopoly of which was held by the East India Company. "In those days," wrote Sir John Bowring, "the Exeter merchants were mostly travelled men, with a practical knowledge of other tongues, and the Quay at Exeter was crowded with ships of all nations, carrying away the staple produce of the county, which consisted of a great variety of woollen goods, baize, serges, druggets and many others. The tenters' grounds, called rack-fields by the fullers, displayed all the colours of the rainbow, but not a vestige is now left of things that were."

CHAPTER II

THE FOUNDER



MRS. BENJAMIN BOWRING

CHAPTER II

THE FOUNDER

BORN at Exeter in 1778, BENJAMIN BOWRING was only three years old when his father, Nathaniel, died at the comparatively early age of forty years and was buried at the Magdalen Street burial-ground connected with the George's Meeting House in that city. All Nathaniel Bowring's family, with the exception of Benjamin, were buried here. The little chapel, with its predecessor, the James's Meeting House, was for long a storm-centre in the battle for religious freedom in Devonshire, and from the outset the Bowrings were prominently active in that struggle. At the close of the eighteenth century the Rev. Timothy Kenrick ministered to the Unitarian congregation at the George's Meeting House, and among the chapel records are many references to the Bowring family. One venerable figure was young Benjamin's uncle, John Bowring, of whose patriarchal character Sir John Bowring (his grandson) gives us a glimpse: "I well remember my grandfather's venerable form, his tall person, and white hairs. He stood (for from the beginning to the end of the service he never sat down) behind one of the square, fluted pillars, upon a peg of which his hat was hung, a model of devout attention and an image of serene piety."

Here, the young Bowring cousins, Charles, Thomas, William, Phineas, Edward, and Richard Bowring, together with their friends John and William Tricks, forgathered to

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hear those lectures and addresses by which Kenrick stimulated Devonshire Nonconformity. Among the women who attended were Mrs. Margaret Bowring and Mary, Sarah, and Elizabeth Bowring, with their young friends Harriet and Letitia Tricks. In 1793, when Kenrick contemplated leaving Exeter, the congregation collectively signed a request for him to remain. Several Bowring signatures appear in the document, to which is appended the following appeal: "I not only sign the paper requesting the Revd. Timothy Kenrick not to resign his pastoral relation to this congregation with my hand but at the same time with my *heart* devoutly pray God to incline him cheerfully to give a favourable answer to our requests. John Bowring."

It was in this atmosphere of piety and culture, and amidst the busy environment of a trading centre, that Benjamin Bowring was reared, although many of his childhood days were spent at Moretonhampstead, of which his mother was a native. His brother William had completed school education and was studying for the legal profession when Benjamin was sent to school. It is understood that Benjamin attended the academy attached to the Unitarian chapel at Moretonhampstead, where his cousin (Sir John) was a boarder ten years later. Sir John Bowring has described the Moretonhampstead of those days as "one of the rudest spots in Devonshire, the joke being that it was made out of the rubbish that was left when the rest of the world was created. There were then no roads passable by wheel carriages of any sort, and everything was conveyed to and from Exeter on 'crooks' – bent branches of trees which were fastened to pack saddles – seated on one of which I departed from home."

After receiving a liberal education, Benjamin commenced an apprenticeship to the watchmaking trade. His name does not appear in the Exeter list of freemen, and it is assumed that he served his time in another town. On October 6th,

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1803, however, the following advertisement appeared in the *Exeter Flying Post*:

EXETER.

B. BOWRING, Watch-maker, Silversmith, Jeweller, and Engraver, begs Leave most respectfully to inform his Friends and the Public that he has opened a SHOP nearly opposite to St. Martin's Lane, in the High Street, where he intends to carry on the above BUSINESSES in all their Branches; and hopes by Assiduity and reasonable Charges, he shall merit and obtain their Patronage and continued Support.

Thus, one hundred and thirty-five years ago, the firm of Bowring was established. Three days later, October 9th, at Wellington parish church, in Somerset, he married – under licence as a Nonconformist – Charlotte Price. In the register he is described as domiciled in the parish of All-hallows, Exeter. His bride was the daughter of Charles Price, of Wivelscombe, a watchmaker who married Sarah Dibble at Holford, in Somerset, in 1772. They had two children, Richard (1775–1840), also a watchmaker at Wivelscombe, and Charlotte – the above-mentioned.

High Street being the principal business thoroughfare in Exeter, Benjamin Bowring's shop, almost adjoining the ancient Guildhall, was a well-chosen site from a trading standpoint. Nevertheless, it was a bold venture for so young a trader, and rendered the more so by the close proximity of several very old-established watchmakers and silversmiths.

As became a master of his craft, Benjamin made the business prosper. Several specimens of his handiwork still remain in good working order, and his name finds a place to-day in Baillie's *Watchmakers and Clockmakers of the World*. At Exeter were born his sons, William (1804), Charles Tricks (1808), and Henry Price Bowring (1814),

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and a reference to the watchmaking business is given in a local advertisement of 1810:

TO WATCHMAKERS.

WANTED, a steady young MAN as an ASSISTANT, who has a thorough knowledge of his business. Application to be made (if by letter, post paid) to Mr. B. Bowring, 199 Fore Street, Exeter. N.B. An APPRENTICE wanted.

He had removed from High Street to new premises in Fore Street, on the southern side of the Guildhall, where the firm of Bowring & Cranch, Hosiers, were already established. The Cranches had married into the Bowring family, and one of them became an eminent American Jurist. Benjamin's brother William, the attorney, occupied an office in the adjacent North Street, whilst a cousin, Thomas Bowring, conducted a bookseller's business in Fore Street. Benjamin Bowring's name does not appear in the Exeter poll-books, but the *Pocket Journal* for 1812 and 1816 describes him as a clock and watchmaker in High Street.

He is mentioned occasionally in contemporary Devonshire periodicals. At a meeting convened by the Mayor of Exeter on July 2nd, 1814, in support of a petition to Parliament protesting against a possible revival of the African slave trade, as a result of the peace with France, the young watchmaker moved the vote of thanks to the committee responsible for arranging the meeting; and on October 22nd in the same year he was appointed to the committee which organised the festivities connected with "the ascent of the superb Balloon and Car with which Miss Thompson and Mr. Sadler, junr., ascended at the Grand Jubilee." Benjamin was also a subscriber to several Exeter charities and educational institutions during these years, and the following

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announcement, which appeared in Flindell's *Western Luminary* on March 19th, 1814, indicates the progress of his business:

BENJAMIN BOWRING, WATCH and CLOCK-MAKER, SILVERSMITH and JEWELLER, 199 Fore Street, Exeter, begs Leave to return his most grateful and respectful thanks to his Friends and the Public, for the liberal support he has heretofore received; and, trusting that the utmost attention will be paid to the commands with which he may be favoured, he solicits a continuance of their patronage.

N.B. The Trade supplied with Clock-movements, Clock-brass, Steel-work and Watch materials, of the best quality. An APPRENTICE WANTED.

Meanwhile, Benjamin's trading activities reached far beyond Devonshire. In 1811, leaving the Exeter shop in the care of Mrs. Bowring and his assistant, he took passage to Newfoundland in order to establish a similar business there. At this distant date, the necessity for such a venture seems obscure. His ultimate migration may have been due to declining trade, as a result of the importation of cheap watches into England, but the standing of the Exeter business was substantial, and his affluence is confirmed by the measure of his subscriptions to local charities. According to hearsay, he was induced to try his fortune in Newfoundland after conversation with a customer at his Exeter shop. This customer, then on a visit to England in connection with the sale of a cargo of codfish, purchased one of Benjamin's clocks, a timepiece still in possession of the customer's descendants at St. John's, Newfoundland. On the other hand, it should be noted that Benjamin had already embarked upon a wholesale trade at Exeter. He had cousins in London who maintained a regular commerce with British North America, and the decision to emigrate may have resulted from their encouragement or advice. One reason,

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however, was his firm opposition to the slave trade. At Exeter, where feeling on this topic ran high, Benjamin Bowring led the agitation, being mobbed on more than one occasion by supporters of the traffic, and his consequent unpopularity may thus have influenced him to emigrate. His nearest relatives were subscribers to the anti-slavery movement, and as early as 1787 his uncle, John Bowring of Exeter, was a member of the Abolition Society, as were many of the old local Dissenting families, and contemporary records point to the Bowrings, Giffords, Milfords, Nations, and Kingdons as being the most vigorous of these radicals. It is curious to note that several of these names became prominent in English mercantile and banking annals.

Benjamin's first arrival in Newfoundland coincided with the edict of 1811 permitting erection of permanent dwelling-houses upon that island. St. John's was then primarily a fishing settlement, its main street being a continuous row of fish stores, sheds, and fish flakes. The town was without any lighting system or water supply, while the tavern-keepers were called upon to act as constables in their respective districts. Right to own land did not exist before October 1811, but in that year the lands occupied by fishing-rooms were leased at public auction, and the rights of private ownership thus established. Benjamin commenced his trade in Duckworth Street, and the years 1813 and 1814 proved unusually prosperous for the Colony, as a result of a large catch of seals and the export of more than a million quintals of codfish at good prices. Thus Benjamin Bowring was fortunate in these initial years of trading in Newfoundland. Meanwhile the business at Exeter continued, and it is apparent that he voyaged across the Atlantic several times between 1811 and 1816, on one occasion being captured by American privateers. The story goes that the crew of the privateer-ship relieved Benjamin of a stock of new watches and other possessions, and landed him, with a

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fellow-passenger, upon the ice some miles from St. John's Harbour, which they reached after arduous haulage of their personal effects and three grandfather clocks.

With the close of the French and American wars, Atlantic travel became less hazardous, and emigration from Ireland and the West Country increased. Benjamin Bowring, now firmly settled upon the island, decided to take out his family, and the following notice appeared in the *Exeter Flying Post* of November 15th, 1815:

EXETER.

B. BOWRING. WATCHMAKER, SILVERSMITH and JEWELLER, No. 199 Fore Street, being about to remove from Exeter, is now selling at PRIME COST a considerable part of his STOCK, which is well worth the attention of the public. He returns his best thanks to his numerous friends for the support he has received and he intends at Christmas next to decline business in favour of MR. ELLIS, who will occupy the same house and shop, and to whom he begs leave to recommend to his customers and the public generally. He requests the favour of all persons indebted to him immediately to pay their debts and all who have any demands on him are invited to send their accounts, that they may be discharged.

November 15th, 1815.

Ellis became the proprietor of the business, which flourished for many years under the style of Henry Ellis & Son, and the original house and shop once occupied by Benjamin Bowring and his family still stands, structurally little altered, almost adjoining the Guildhall at Exeter.

The decision to close down the Exeter business and settle his family in Newfoundland needed great courage, for the winter of 1815 at St. John's proved one of the most rigorous in the annals of the Colony. Both the capital and the out-harbours suffered from the economic depression inevitably following a boom period of war prices. Starvation and famine prevailed, the credit of merchants was ruined, and hundreds of writs for debt and insolvency were issued.

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Importations of provisions were found most inadequate, and the situation was aggravated by a large influx of immigrants from Ireland. However, in 1816 Benjamin Bowring and his wife, with their three sons, sailed by one of the first vessels of the season for Newfoundland. It is not known whether they embarked at Liverpool or at a Devonshire port, but they travelled probably in one of the small brigs then employed in the North Atlantic trade, and arrived at St. John's at the same time as two working watchmakers from Liverpool, then a prominent centre of the clock and watchmaking industry.

It is not clear as to whether Benjamin's original premises at St. John's withstood the ravages of the great fire which almost devastated that town in 1816, although the major portion of Duckworth Street was reported as being completely gutted. "The Fire," stated the *Liverpool Times*, "broke out on the 12th about eight o'clock in the evening and consumed between a hundred and thirty and a hundred and forty houses. What increased the danger and added to the extent of this calamity was the way in which the town of St. John's is built. The houses are entirely of wood; not a brick being used, except in the chimnies. They are also irregularly built and huddled together, as suited the convenience of their various owners, and without regard to safety and order. A tremendous gale from the South-east was blowing when the fire commenced and threatened the total destruction of the place; towards morning, however, a heavy snow which had been falling up to this period changed into rain and materially checked the rapidity of the progress of the devouring elements. . . . We are sorry to say that the lower order of the populace gave themselves up to plunder, instead of assisting their wretched fellow creatures, of whom 500 have been rendered destitute during a rigorous and inclement season by this awful visitation. Their houses and provisions are destroyed, and what

Mr John Petts
 Bought of Ben^r Bowring
 1817
 Oct 25 A Shaving Box &c - - - 1-7-0
 Dec 18 12 Yds Lawn Cotton @ 2/3 - 1-7-0
 A Lancelle Wastcoat - 1-11-0
 A Pair Superfine Trowsers - 1-15-0
 4 Handkerchiefs @ 2/5 - 1-10-0
 A Pair Suspenders - 1-0-0
 £5-11-0
 Received The
 above
 Ben^r Bowring

1817

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augments their distress is the impossibility of vessels entering the port with supplies in consequence of ice. . . . The rapidity with which the houses were consumed is described as almost inconceivable, many of their inmates had barely time to escape naked, so merely covered themselves with blankets and stood shivering in the storm and snow while all that they had in the world perished before their eyes."

One authority states that Benjamin Bowring first opened business in a small wooden building situated on the ground where Kearney later built the brig *Ida*, near the site of the present post-office at St. John's. A notice which appeared in a Newfoundland journal of September 14th, 1816, however, clearly indicated that the young trader and his family were thoroughly settled in their new environment at that date:

BENJAMIN BOWRING.

WORKING WATCH-MAKER, SILVERSMITH, JEWELLER ETC. most respectfully informs the inhabitants of St. John's and of the Out-harbours, that he has removed from his former residence in Duckworth Street, to the house lately occupied by Mr. W. Warren, nearly opposite Messrs. Murphy & Gleeson, in Water Street, where their commands will be thankfully received. He gratefully acknowledges the liberal support he has constantly experienced, and he pledges himself that no attention shall be wanting to secure its continuance. He has for sale on the very best terms and of the best quality: Gold and Silver Watches, Silver Plate, Fashionable Jewellery, Gilt and Fancy Ornaments, Beads etc., Cutlery, Writing Paper, Prime English Dip Candles, Soap, Split Pease, Ladies and Gentlemen's Fashionable Wearing Apparel, and a variety of other articles.

Again, at Christmas, 1816, the spectre of famine appeared in Newfoundland. The subsequent seal fishery proved a failure, and, in November 1817, St. John's was the scene of another fierce conflagration which raged for two days, three hundred houses being destroyed and some two

thousand people rendered homeless. Then followed a hard winter – known locally for many years as “the winter of the Rals” – when frost and ice sealed the whole coastline.

A graphic description of one of these fires at St. John's is given by a naval officer who witnessed them: “At midnight, a flame was first discovered by the vigilance of the look-out from the flag-ship. The alarm-gun was instantly fired, the report of which echoing among the surrounding hills at so silent an hour of the night was truly appalling, more particularly as its cause could not be misunderstood. The frightened inhabitants, suddenly aroused from deep sleep, issued forth in dismay from their dwellings at the well-known clang of the fire-bell. Women with children in their arms, and many with helpless infants at their breasts were seen flying in every direction, en chemise, for refuge to their more fortunate friends situated at a distance from the fire, which rapidly spread amongst the streets consisting entirely of wooden houses, or to the church, the constant asylum on each of these calamitous occasions. Every aid that could possibly be spared, consistent with the safety of the squadron, was instantly sent to the scene of the devastation. Parties were despatched provided with buckets, hawsers, hatchets, and every other auxiliary implement that the experienced could devise for subduing the fire, with the exception of engines as, from the proximity of the men-of-war, which lay to the leeward of the flames, it became necessary to employ them in playing upon the rigging, until the ships were in readiness to slip from their moorings and haul out of reach of the fast-falling flakes which showered constantly round them.

“Being amongst the first of those officers who proceeded ashore with a view to tranquillising the tumult of the people, we were surprised to witness, amid this scene of horror and destruction, such a manifest of opposite feeling. Those who were insured were philosophically passive and submitted

to their fate without a murmur; whilst on the contrary, those uninsured were either too irresolute or too furious in their conduct to be practically useful. The rich, awaiting the inevitable destruction of their property, were almost frantic with despair; whilst the poor (particularly the Paddies) were delighted beyond all measure at the plunder which presented itself, and the favourable opportunity now afforded them to retaliate past favours upon their employers.

“The military were not less quick in their movements than the Navy, and were admirably arranged in line to facilitate the necessary supply of water. Indeed, both services displayed, at every risk, the greatest possible coolness and courage in their exertions to extinguish the flames; although (unaccountable to relate) the authority for this prompt and active interference was not only questioned by those whose property our men were actually endeavouring to preserve, but was even vociferously disputed by one or two democratical demagogues, who literally exhausted the Billingsgate vocabulary of abuse, in exciting the lower orders to riot with the troops, but even in more civilised countries, similar calamitous occurrences afford ample opportunities for the development of vicious and virtuous principles. As the fire commenced in the north-east, in which point was also the wind, now increasing in violence with the flames, it communicated from building to building and from store to store. Wet blankets and carpets were extended along the tops and sides of the houses, to render the wooden material of which they were constructed less liable to take fire; but as every effort was found to be ineffectual to subdue the flames, an expedient was suggested by a captain in the Navy (who, it is to be remarked, evinced the temper of a saint under showers of abuse, which rained thick and threefold upon him and his abhorred expedient). There was no time for idle parley or consultation; the necessity for making a breach in the street by levelling one

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or two houses contiguous to the fire, so as to cut off communication, was sufficiently apparent; but how to put into execution so prompt a mode of accomplishing the desirable object was a question of considerable solicitude. It was proposed by a military officer to blow up, with a few barrels of powder, some of the intervening houses, as the most effectual expedient, but this was rejected, notwithstanding the celerity of the process, as appearing to savour too strongly of the belligerent principle.

"The axe and the saw were now resorted to. The principal upright beams which support these buildings were sawn through at the base, but these firm fabrics were found to be too strongly constructed to be felled by ordinary means. At this perilous period, with the presence of mind so truly characteristic of the tar, a seaman, taking the end of a hawser in his hand, ascended by a ladder the top of the dwelling about to be, as he termed it, 'dowsed,' and succeeded in securing it firmly round the house. An hundred hands now hastily grappled the rope; the hawser, however, it was now thought, was likely to give way before the house, and it became necessary to attach a second. This was soon accomplished; but the 'miracle' of making a breach in this modern Jericho was reserved, as of old, for the clergy; for just then the well-known shrill voice of the priest was heard vociferating from the crowd: 'Fallow me, boys! Fallow Father Fitzgerald!' when a phalanx of fishermen flocked round their pastor, their numbers and exertions increasing, until (to use the humorous expression of the priest) 'every mother's son of them' clapped on both hawsers, and with a hearty hurrah hurled the building to the ground. The praiseworthy efforts of the priest thus produced effects doubtless considered miraculous by his flock; useful they certainly were, not only as the means of preventing further destruction of property but, in all probability, of saving more souls in this world than he was ever likely to do in the

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next. The fire, in consequence of the breach being effected, was subdued by degrees, or spent itself, owing to this precaution, for want of fuel. No lives were lost, but much valuable property, insured and uninsured, perished by the flames or was plundered by the Paddies." In parenthesis, the narrator explains that the designation "Paddies" was an appellation by which the Newfoundland fishermen were then known.

Such is a glimpse of the St. John's of Benjamin Bowring's day, and his early years in that city must have proved most trying. For a time he devoted his energies to the clock and watchmaking side of his business, while a small general shop trade was conducted by Mrs. Bowring, who by nature was both energetic and businesslike, and the little store soon gained a reputation for service, courtesy, and the excellent quality of its wares. Among the firm's earliest records is an invoice and receipt, of which the following is a copy:

		Mr. John Pitts, Bought of Benjn. Bowring.	
1817.			
Oct. 25	A Shaving Box &c.	£1	7 0
Decr. 18	12 Yds. Gown Cotton @ 2/3	1	7 0
	A Marsella Waistcoat	11	0
	A Pair Superfine Trowsers	1	15 0
	4 Handkerchiefs @ 2/6	10	0
	A Pair Scissars	1	0
		£5 11 0	
Received the above		Benjamin Bowring.	

Within a few years the watchmaking business became subsidiary to the shop trade, and Benjamin found numerous customers among all classes of the Newfoundland public. He soon engaged in the general trade of the Colony, supplying

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fishermen with goods and buying and exporting their produce. As early as in 1823 he owned his own wharf and the schooner *Charlotte*, 44 tons. At that period he purchased also the schooner *Eagle*, 91 tons, built at Prince Edward Island, where he held nearly 3,000 acres of land, formerly the property of John Hill & Company, of St. John's, who had been declared insolvent in 1815. Benjamin visited the island in 1820 and reported that "the facilities which the Island affords to agricultural emigrants were much greater than I had been led to expect." He later offered the whole property for sale for a lump sum of £400. The schooner *Eagle* was a single-decker, constructed of pine, black birch, and oak, and had a draught of 10 feet when loaded. In 1823 she was advertised as: "Sailing for BRISTOL, at the Wharf of Benjamin Bowring, the schooner *Eagle*, in which we offer freight space." Under command of Captain J. Snook, she had made a previous trip to Bristol, where she was surveyed in 1823, and two years later, with J. Pridham as master, she brought a cargo of rum and molasses from Demerara to Liverpool. The cargo was consigned to John Cropper, a prominent Liverpool merchant, who loaded the vessel outwards from the Prince's Dock with a general cargo for Benjamin Bowring, and, after survey, she sailed from the Mersey on April 18th, 1824, for Newfoundland.

In building up this trade, Benjamin was enabled, through family connections in London and Devonshire, to purchase goods advantageously. His uncles and cousin at Exeter, being serge and woollen makers, were thoroughly conversant with wool prices; and at London, as has been already stated, several cousins were successful traders in other commodities. Bowring, Trist & Company, wholesale haberdashers, flourished in London in the early years of the century, and were followed by John James Bowring, hatter, of Change Alley; while another cousin, Edward Bowring, established himself as a silk, velvet, and hat-shag manufacturer at

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Laurence Pountney Lane. All were of good commercial standing and familiar with mercantile practice.

At St. John's, Newfoundland, Benjamin Bowring was now assisted by his sons William and Charles Tricks Bowring, and when, in 1824, the former son attained his majority, the style of the firm was changed to that of Benjamin Bowring & Son. Four years later, William sailed from Newfoundland in the brig *Matilda* for England, but the vessel never reached her destination and he was not heard of again. The object of this journey was that he should meet, with a view to matrimony, Miss Harriet Harvey of Moretonhampstead. She was the daughter of George Harvey, a Devonshire soapmaker and tallow-chandler, with whom Benjamin transacted business. During his visits to England he had met Miss Harvey and evidently held her in such esteem as to encourage his eldest son to marry her. As will be recorded later, Charles Tricks Bowring travelled to Devonshire in 1832 for the same purpose.

Benjamin Bowring visited England frequently in order to purchase manufactured articles for sale in Newfoundland. Payment for these was usually made from the proceeds of his sales of Newfoundland produce in England, by bills of exchange, or by the sales of coins taken over by Benjamin himself. The currency complications under which Newfoundland merchants traded in those days is indicated in the following specification of thirteen parcels of coin shipped by Benjamin Bowring to his Liverpool agent in 1833 per the brig *Samuel*:

101	five Frank pieces	£80 16 0
44	Mexican and other Dollars.	38 0 0
104	Portuguese Crusada Novas.	47 13 0
	Sundry Spanish Silver Coins	20 3 0
	British Colonial Coins	40 10 0
	Sundry French Coins	19 8 0
	Sundry Small Portuguese Coins	5 17 0

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Demerary and European Tokens	£1 15 0
Sundry old Sterling Coins	8 0 0
Sundry Silver Coins	4 12 0
Irish Silver Bank Tokens	3 18 0
12 pieces Spanish & American Gold Coins	1 19 10
1 French 20 Frank Piece	

Another parcel forwarded by the same vessel, consigned to Arthur Heywood, Sons & Co., his bankers at Liverpool, contained 32 milled, 11 half-guineas, 7 sovereigns, 7 half-sovereigns, and 2 seven-shilling pieces. "I also send you," wrote Benjamin, "the half of the Bank of England Note No. 2728 for £10, of which the other half was sent you per *Highlander*, as per duplicate herewith." This method of remitting burthen was rendered necessary by the great loads of sea-carriage in those times.

Early in June 1830, Benjamin Bowring arrived at Liverpool with a similar consignment of gold and silver coins, which he sold to advantage. On this occasion he was accompanied by his sons, Henry Price and Edward Bowring, who were placed at a boarding-school at Exeter kept by John Hopkins, in Holloway Street. Benjamin became a member of the Liverpool Newsroom, and travelled the country extensively in search of suitable goods for shipment to Newfoundland, and several of the manufacturers who then supplied him have maintained an account with the Bowring firm down to the present day. He stayed in England until July 1831, during which period John Cropper, of Liverpool, acted as his agent, disposing of Newfoundland oil and seal-skins at that port and attending to shipment of manufactured goods to B. Bowring & Son at St. John's. In London, his cousin Edward Bowring acted as purchasing agent, whilst the goods shipped from the Thames to Newfoundland were freighted through the agency of J. A. Prowse, of 28 Clerkenwell Lane. Benjamin's sister Harriet, who married William Tricks (from whom B. Bowring & Son purchased



CHARLES TRICKS BOWRING



HENRY PRICE BOWRING



EDWARD BOWRING



JOHN BOWRING

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blankets and similar goods), died at Exeter in 1831. Benjamin was present when she passed away; much of his time in England during that summer was spent in the Exeter district. His mother having died in 1809, and his brother William in 1827, Benjamin Bowring was now the sole survivor of Nathaniel Bowring's little family.

Thus, by means of much travel and at immense risks, the Newfoundland merchant of a century ago was constrained to conduct his purchases and sales personally. A glance at contemporary casualty-lists suffices to reveal the tragic toll of life which sea-travel involved. The normal hazards of trade were bad enough. They are described in Benjamin Bowring's letter regarding a large shipment made from Liverpool per the brig *Monica* under Captain Noah. "I told you in my last," wrote Benjamin, "that I was prepared to find all the goods on board the *Monica* damaged and I have not been disappointed. I do not know a single article which has wholly escaped & much of the goods were landed in such a state as to make the heart sick to look at it. Confound her! I say, an old beastly Tub! I believe such a Noah, such an Ark, and such a crew were never before matched together. We had a whacking sale on Saturday last for the Benefit of whom it may concern, which as usual commanded a large attendance and altho' I was a large purchaser, yet the Articles considering their Injury sold very well." He had reason to be annoyed about the tardy delivery of this consignment, for the *Monica* had crawled into St. John's harbour 105 days after leaving Liverpool, landing her cargo months after the close of the selling season, and the proceeds of the sale to which he alludes would barely cover the cost of freight and the very high insurance premiums then prevailing for the North Atlantic voyage.

In the summer of 1832, Charles Tricks Bowring proceeded to England to purchase goods for the firm, much of his time being spent at Moretonhampstead. There he duly met

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Harriet Harvey, to whom he became engaged, and Benjamin's letters written from Newfoundland at this period contain many references to his son's courtship of her. "I think," wrote Benjamin Bowring to her father, George Harvey, "as far as Charles' character, disposition and prospects go you need not be under any anxiety respecting your daughter's happiness. He has become a partner in a concern which in confidence I may tell you has been a very profitable one and I believe with good management and industry is likely to be an increasing and permanent one. The concern is in debt, I believe I can safely say, to no one but myself, and although our stock is large and involves property to a large amount there is every prospect, if no accident happens, that he will in a very little while be free of me also."

During this visit, Charles T. Bowring accompanied his brother Edward from Exeter to Greenock, where they stayed with James Stewart, a noted Newfoundland merchant. Edward, now thirteen years of age, had just completed his education at the school kept by E. Hookins, at Exeter. He embarked at Greenock on the brig *Terra Nova*, and arrived at St. John's on December 20th, 1832, to enter his father's employment.

Benjamin Bowring's interest in the political development of Newfoundland at this period is revealed by the following excerpt from his letter of January 5th, 1833, to John Cropper at Liverpool: "I have by this opportunity sent on a St. John's Newspaper giving an a/c of our Infant Legislature.... We are all so much enraptured with the meeting of our fifteen honourable members that nothing else but politics are talked of. I am not quite sure but the results may surprise the world. It is not yet settled but the prophecy of one of the seers that the Vine and the Fig Tree shall grow and flourish in our hitherto bleak and snow clad hills may be realised and that our valleys may wave with golden corn.

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I wish the House of Assembly would begin by ordering off the Ice which has at this early season of the year already settled down on our harbour, for it is very annoying that our Vessels should be prevented from sailing as they now are."

A few days later, he wrote to a Liverpool business correspondent: "I am sorry that Mr. Thornly was not returned because I think he would have been a very efficient member for Liverpool in a Reformed Parliament. We too have had our Parliamentary contests and I can assure you as much party feeling has been exhibited as can have been shown on your larger Theatre, but our new manufactory of Law-making is now in full operation, altho' the whole specimen has not yet made its appearance. One or two Bills are however ready for delivery or nearly so, as they need only the stamp of Viceroyalty to give them a finish."

Charles T. Bowring stayed over in England until the spring of 1833. On April 13th he married Harriet Harvey at Moretonhampstead and a few days later they embarked upon the brig *Fortitude* at London, arriving, after a long and very stormy passage, at St. John's, Newfoundland, on May 22nd. Their first few weeks of married life in the Colony were marred by a calamity which might have proved disastrous or fatal to the Bowring family. On July 7th, 1833, the premises of Benjamin Bowring & Son were completely destroyed by fire, an occurrence described by Benjamin in a letter to his Liverpool agent: "I am sure you will condole with me when I tell you that I have again been subjected to the destructive Element which has so often devastated this unfortunate town. We were alarmed on Sunday morning about 2 o'clock by the cry of Fire, which we found proceeded from the house of Mr. J. B. Thompson, only 3 doors away from us. We immediately endeavoured to save what we could and we were actively and nobly assisted by our Friends who came to our assistance, but as we had only about half an hour between the first alarm and the premises occupied by me

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being in full blaze we could of course do nothing. Our premises on the South Side of the Harbour were of great service, as we moved whatever we could save to them, and a great part of our family are also there. I fear that the Insurance I have made will by no means cover my loss within 12 or 14 Hundred Pounds, but in the confusion of the present moment this only amounts to conjecture. I and Mrs. B. and my son and his wife are at private lodgings on the North side and my children are billeted upon our friends. My plans as to futurity are hardly yet arranged but I suppose I shall get into business here, as the concern of Benj. Bowring & Son is still solvent and our name and fame worth something. I think I can assure you that any Balance we may owe you and a very few others is perfectly safe. No less than 56 dwellings were destroyed in less than 2 hours and a Half. The worst part of the business, however, is that Mr. Thompson (in whose house the fire broke out) and his daughter were both consumed in the Flames."

The fire spread with great rapidity, and eventually destroyed every house in that part of the town which was bounded on the west by a firebreak next to the premises of McGregor & Company, and on the east by that adjoining the buildings occupied by McBride & Kerr. In all, fifty houses were destroyed, the damage being estimated at £80,000, of which about one-third was insured. Mr. Thompson lost his life in attempting, ineffectually, to save his daughter. This was the third occasion on which Benjamin Bowring's premises had been destroyed between the years 1815 and 1834, but his fortitude is revealed in the following letter to a business friend at Liverpool: "For myself, I can assure you that if it were not for my Son, I would not incur the hazard and trouble of beginning the world afresh, but he has lately married and brought out his wife under an expectancy of sharing in a business which has been far from unprofitable, and I am lothe to leave him

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without that protection which I think my name and capital, small as it may be, will afford him. We have taken the premises into which we are now going for one year, and during that time we hope to build with Stone on or near the place where we last lived. When I wrote you last, it was my intention to return to England to reside. I need not now tell you that at present this intention is set aside." In another letter, he states: "The solvency of Benj. Bowring & Son does not depend at present upon the casualties of trade, nor does the writer believe that whilst he is a partner in the concern it ever will "

Supplies for the Labrador fishery had been issued, but Benjamin's house, stores, and stocks were only partially insured, and his loss was severe. Temporary premises were rented from McGregor & Son, and here the Bowring firm traded through a long and severe winter. They shared in a large outfit for the seal-fishery of 1834, in which 125 vessels and 3,000 men were engaged, but by April of that year the stone premises were not far advanced. Nevertheless, in June much work must have been accomplished, for Benjamin evidently considered the new building advanced sufficiently to permit him to proceed to England for permanent residence there. The decision was not entirely his own. In part it was his wife's, and on June 20th he signed a power of attorney in favour of his son Charles Tricks in the presence of his clerk, John Harris, and an apprentice. Accompanying this document was a final letter of instructions to his son, from which the following is an excerpt: "... As far as regards the New Buildings I believe I need say no more to you than I have before said. You will of course adhere as nearly as possible to the plans I have left with you, making the height from the Top of the Shop Floor to the top of the Dining Room Floor not more than 11 feet, the distance from the Dining Room floor to the Bed Rooms above eight feet 6 inches, and from that floor to the

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top of the Wall four feet six inches. . . . Do not fail to write me by every Vessel for England so that very soon after I land I may hear how you get on. Direct for me to the care of Mr. Cropper until you receive further instructions from me. . . . As soon as you hear from me of my arrival you will please send on by the first opportunity the Sealed Letter left to be opened only in the event of my death to such address as I shall then point out. I shall if I arrive safely look about to purchase a Vessel such as I think may suit our purpose and to avoid buying on both sides of the Water I wish you not to make any purchase of one here unless indeed you can buy the *Sophia* with all her materials as she came from sea cheap, say about £650 currency, that is if upon examination you find her a *faithful built vessel and well found*. . . . I do not think I have anything more to remark on than generally request you will exert yourself to the utmost to conduct the Business now left to your charge actively, honourably and profitably, and to offer my ardent prayers to the Common Father of all for the health, welfare and happiness of you and every part of the Family. I am, my dear Charles, with sincere affection, Your friend and father, Benj. Bowring."

The letter is dated June 20th, 1834, and there is a post-script: "I do not think the *Sophia* will do."

Some days later, with Mrs. Bowring, his youngest son, John, and his daughter Charlotte, he sailed from Newfoundland in the brig *Balclutha*, 182 tons (owned by J. Stewart, of Greenock), arriving in the Clyde on July 15th, after encountering gales which, in Benjamin's own words, were sufficient "to split sheet iron." The family then proceeded by the steamboat *Vulcan* to Liverpool, which, however, they did not reach until July 25th, owing to the bursting of the steamer's boiler immediately after the vessel had left Greenock. From Liverpool they journeyed by the newly constructed railroad to Manchester, and thence

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by stage-coach to London, Exeter, and Moretonhampstead, where Benjamin left Mrs. Bowring and the children while he went north on a buying expedition, by steamboat from London to Hull, and on to Leeds, Dewsbury, and Manchester by coach. A sidelight on early nineteenth-century steamship travel is shown in the following excerpt from his letter, written at Dewsbury on August 25th, 1834: "The next morning [Tuesday, the 19th] I set off in the Steam Boat 'Yorkshireman' for Kingston-upon-Hull (in common parlance 'Hull') on my way to Leeds, being promised to arrive at 3 o'clock in the afternoon of the 20th. Our first misfortune was getting aground off Woolwich which detained us about half an hour. We then got on very slowly but I had hoped surely until we got within about 30 miles of the entrance to the Humber, when the pipes of the Steam Boiler gave way, put our fires out and left us a mere log upon the water. The Engineers on board attempted to repair the damage and we were promised that we should soon have our paddles at work again. In the meantime, the Captain said he would attempt to beat her in by the use of her Sails, but 24 hours elapsed and it was clearly seen that the Boilers were irreparable, and that Sails upon such a leewardly beast were totally useless. The Captain would not hoist a signal of distress because he knew that if he did anyone coming to his assistance would claim salvage, and thus 120 Persons, men women and children, were fixed with the Lincolnshire Shoals on one side and the German Ocean upon the other, with not more than one day's Provisions on board. Had the wind come on any way hard either from the Eastward or the Westward, what would have become of us is not easy to contemplate and we persuaded the Captain to take advantage of the tide and bring the Vessel as close as possible with the Lincolnshire shore, when I and three others volunteered to row to the land (distant fully 12 miles) and send off an express to Hull. We set off upon this expedition but very

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fortunately the Captain of a Revenue Cutter, seeing the Steam Boat without his steam and without a signal of distress, and seeing us also leave her in a rowing boat, fancied we were upon a smuggling expedition and determined to cut us off, which he did. When he was informed of the circumstances he promptly offered to go to the assistance of the Boat, and we went on board the Cutter which took the steamer in tow and absolutely dragged her up to Hull (a very stiff breeze having sprung up) so that we arrived, contrary to the expectations of every one, late on the Thursday night, having been towed fully 50 miles. . . ."

His journey terminated at Liverpool, where he lodged at a house in Mount Pleasant. In August 1834 the stone building at St. John's, Newfoundland, was completed, and Benjamin's solicitude for the safety of the premises is revealed in a letter mailed from Liverpool on October 27th, 1834: "I wish that your Shop Shutters were cased with thin Sheet Iron, and that Iron Shutters were made for the Front Windows. . . . I think we shall be tolerably secure even if a Fire should happen on the other side of the Street or above us or below us. I should not, if I were you, speculate in Board Lumber to fill up the yard. Balk, Scantling, Spars, I do not think there can be much danger with, but the Boards in event of Fire I am of opinion there would be a great deal, and that they would very likely conceal the source of a Fire. . . . Fire is with me, under present circumstances, of the very first importance. Do not fail to impress upon the minds of everyone in your own house the necessity of carefulness, and do not go to Bed yourselves any night without seeing every Fire and Candle safe. . . ." This precaution was most necessary to Newfoundland residents a century ago, when merchants, their families and servants, were all housed within one building; and at this period the premises of Benjamin Bowring & Son accommodated Mr. and Mrs. C. T. Bowring and their

PRIVATE SIGNALS OF MERCHANT FIRMS

Mudge & Co.	Newman & Co.	Hounsell & Co.	Stabb, Rowe & Co.	Wm. Grieve & Co.	Samuel Codner	R. Alsop & Co.
Rennie, Stewart & Co.	William Warren Jr.	J. & W. Stewart.	C. F. Bennett & Co.	Jno. H. Warren	W. E. Taylor	John Nichols
E. & N. Stabb	J. & J. Kent	Bowring Brothers	M. Stewart & Co.	McBride & Kerr	Richard Howley	Baine, Johnston & Co.
R. N. Goff & Co.	Wm. Firth	James Clift	Perchard & Boag	R. F. Trimmingham & Co.	W. & H. Thomas & Co.	J. M. Rendell & Co.
Ryan Brothers	G. & K. Clapp	J. B. Barnes & Co.	Job Brothers	Hunters & Co.	Jas. Tobin & Co.	Laurence O'Brien
Jas. Douglas & Co.	Parkes & Gleeson	Nicholas Gill	Dunscombe & Harvey	Robinson, Brooking & Co.	T. & J. Brocklebank	Packets Signal

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daughter, Charlotte Susan, together with John Harris, their clerk, and three apprentices (Charles R. Ayre, Philip Hutchings, and Tom Snelgrove) and a maidservant, in addition to Henry Price Bowring and Edward Bowring. The apprentices hailed from Devonshire, and two of them afterwards left the Bowring firm to establish businesses on their own account in Newfoundland. The benevolent character of Benjamin Bowring is shown in his letters written from England to his sons in Newfoundland, for they contain frequent and almost paternal reference to "Robert," i.e. C. R. Ayre, and Philip Hutchings, a solicitude manifested also by the sending out of watches and similar gifts.

The new premises in Newfoundland were on the south side of Water Street, and comprised a stone dwelling-house, shop, and store, covering the site previously occupied by the premises of J. B. Thompson, a victim of the recent fire; and forty feet to the rear of this stone building a wooden warehouse with slated roof was erected on the water-front. The stone edifice cost about £3,000, which was defrayed by Benjamin personally, rent being paid to him by B. Bowring & Son. He also owned a house on the Barrens, occupied by Captain Bonifant, R.N., on the north side of the town. This was a wooden building, with a good garden, surrounded by a permanent stone wall, and situated on a road which led, in one direction, "from the School House and Orphan Asylum to the Governor's House," and, in the other direction, "from the Governor's House to Fort Townsend." The house was bounded on one side by a field known as "the Mason's Lot."

From a letter written to his son in October 1834, it is apparent that Benjamin had now lost the enthusiasm with which he had hailed the advent of representative government in Newfoundland, for he writes: "I perceive that your House of Assembly, after having reduced themselves to the lowest pitch of Contempt by their absurd squabbles and pitiable

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proofs of a want of ability to legislate, are determined to do something to change the sneer into a curse. They appear to me to have adopted the language of Pindar as a Motto: 'We'll triumph in Death as we Catalines fall and go to the Devil together.' And so they are really determined to issue Exchequer Bills! To saddle the Island with the expence of an Interest upon a debt which if *ever* paid must be paid now as at a future time. But who will take these Exchequer Bills forsooth? As one of the few concerned, I hereby enter my protest against having anything to do with them, no matter what Aegis or Discount. I would close the concern [Benj. Bowring & Son] altogether as far as my own Interest goes rather than sell goods to be paid in such trash. I wish you to decline at whatever cost any Paper which is not regularly drawn on Great Britain and acceptable upon immediate presentation."

The schooner *Eagle* does not appear in any shipping register between the years 1830 and 1834, nor in the firm's scanty records; apparently she had been sold or lost at sea. Soon after Benjamin Bowring settled at Liverpool, however, he looked around for a new vessel suitable for the trade. His choice fell upon a little brig, *Velocity*, 143 tons, advertised for sale by Job, Bulley & Company at Liverpool. This vessel had arrived in the Mersey during October 1834 with a cargo of lumber from Prince Edward Island. A single-decker brig, constructed of black birch, spruce, pine, and heckamatack, she was sheathed and yellow-metalled at Liverpool. Her outfit included two chain-cables, seven-eighths inch diameter, a single one-inch chain-cable, and two anchors. Benjamin purchased her for £700. She was considered one of the finest vessels built at Prince Edward Island, but required much expenditure in order to conform to the A1 class at Lloyd's.

On January 1st, 1835, Benjamin Bowring opened an office at No. 32 King Street, Liverpool, and became very much

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overworked in the fitting-out of the *Velocity*, and in purchasing goods for B. Bowring & Son in Newfoundland. A month later, the following advertisement appeared in Gore's *Liverpool Advertiser*:

BRITISH NORTH AMERICA.

To sail from 1st to the 8th of March.

For ST. JOHN'S, Newfoundland.

The fine, new fast-sailing A1 Brig,
VELOCITY,

Thomas Blackstone, Master; 145 tons register; has room for a few tons freight, and good accommodation for passengers. For freight or passage, apply to the Master, on board, Queen's Dock, or to

BENJ. BOWRING,
32 King-street.

During 1834, Benjamin had instructed C. T. Bowring, when in England, to send out an apprentice from "a respectable Unitarian family," Tom Snelgrove having been found sulky and unsuitable. Evidently a substitute was not procured, for on February 28th, 1835, Benjamin wrote to George Harvey at Moretonhampstead: "I should not trouble you at this moment but I have been in expectation of being able to obtain a Boy from the Blue School here, to send out to Newfoundland as an apprentice and which I had hoped to do by the *Velocity* to sail from this next week or the beginning of the week after. I am now, however, told that there is not a boy which can be recommended to me who has any wish to go abroad. As Philip Hutchings is coming home the now coming summer, I am sure it will be a great inconvenience to them if some assistant of this kind is not procured. I shall be much obliged if you or Mr. Tricks (Benjamin's brother-in-law) would apply to the Master of the School of which C. R. Ayre was obtained to know if he can recommend us another such boy. We wish him to be

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bound as an apprentice for 7 years for all purposes we may want him for, but he would have many advantages as he would be fitted for a Shopman or an Assistant in a mercantile office. We were very well pleased with the last boy and would prefer one from a School where the Scholars reside in the house and are not suffered out of School hours to beat the streets."

Benjamin Bowring was an excellent correspondent and, fortunately, some of his letters have been preserved. They reveal a commercial thoroughness and energy which must have largely influenced the character of his four sons. The following excerpt from a letter written to Charles T. Bowring during the loading of the *Velocity* indicates the extent of Benjamin's labour and patience in these early days at Liverpool: "If you should ever have one tithe part the trouble with the *Velocity* which I have had in fitting her out, I think you will most deeply regret, as I do, the ever again having to do with Vessels; the expence, enormous though it is, is but the least part of the annoyances. The having to battle day after day with the rapacity and roguery of the Liverpool Tradesmen, to endeavour to penetrate the mystery of iniquity existing under the name of discount, to set my back against further expence without success, and the noise and blackguardism of seamen, is more than I have been able to bear and the consequence is that it has produced an illness which I fear it will be some time before I shall get over. She is now, however, so far completed that I see no reason to doubt but she will clear to-morrow and sail I hope on Tuesday morning (your birthday). She certainly carries very well and is I believe as fine a vessel as was ever built on Prince Edwards Island. . . . You will be frightened at the expence attending her as it is, but I could not make it less to do her any kind of justice, and I can assure you that added to the other engagements I have entered into on your account, it filled me with alarm. By a reference to the sketch

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of my account with you which I herewith send I need not tell you that all my means to the last farthing (and far beyond it taking in coming engagements) are in the Newfoundland trade and wholly unavailable with me. It may be that upon a fair investigation our affairs are as you state in a prosperous state, but as far as I am concerned the case is totally different. Besides the debits which I now forward, I expect every day a Bill to be drawn upon me for the provisions I told you I had ordered from Copenhagen. My London and Glasgow orders are not yet given and as I am a resident here, it is expected I shall comply with every engagement to the day. If therefore you should enter largely into the manufacture of oil, I see no prospect of anything else but disgrace, for I shall not be able to meet these engagements except by the assistance to be derived from the Sweating room of my Banker's inner office, which is a resource it will be I fear almost fatal to me to have recourse to, even if it should be successful, which I have great doubts. I think the result of the Sales of Oil by the *James* will convince you that even under favourable circumstances it requires great caution in having largely to do with so precarious an article except where there is a large capital to manage the concern with, for to persons of very small means it may soon lead to embarrassment, and then the next step is ruin. I write you thus seriously upon a subject which with painful acuteness agitates and depresses my mind and spirits, but I do not wish you to alarm yourself too much about it. By all means send me some bills as soon as you can and endeavour to lessen your stock in Newfoundland as to throw part of our property on this side of the water, where I do assure you it would be profitably available at least to as great an extent as with you. . . . I think even the keeping of the large quantity of cash by you which I suppose you are accumulating to purchase Seals with might in some measure be avoided by sending on what Bills you can meet with which are good, and in the event of a necessity for so doing

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drawing bills upon me to meet the day of payment . . . (23rd). At last, my dear Charles, I have got through the (to me) laborious task of getting the *Velocity* ready for Sea, and I can assure you I am heartily glad of it, for my health has been for the ten days past such as to cause every exertion to be a burthen to me, and although you will smile and say I make much ado about nothing yet I cannot (whether from disease or not I will not determine) exert myself as I used to do; besides the not having anyone to assist me and having to work my way from ignorance to knowledge as to the right method of transacting business, and every errand requiring my own legs for its messenger, and every trifling affair requiring my own interference and management, has had an effect upon me which I regret to feel, and almost blush to acknowledge. . . . She [the *Velocity*] stows uncommonly well, as she has now on board more than 200 tons of mixed goods and would have taken 10 Tons more if I had waited for them, but I was glad to get rid of her. . . . I must send you an apology for a freight list, or you will not know what you have to receive, and it is now getting very late. My letters and the Ship's Papers must be down at the Queen's Dock a mile and a quarter from this before six o'clock to-morrow morning, & I assure you that I am already quite tired. This must be my apology to Henry, Edward and Mrs. Charles for not writing them. . . . If you have received my letter by the *James* your observation will be upon the alert with respect to Captain B. [Blackstone]. I confess I have not seen anything *since* that time to *increase* my suspicions but the information I have is of too respectable a character to allow them to subside. I think from what little I have seen, the Mate is a steady, attentive Man. They are both very good scholars & seem to agree very well together, whether too much for the owners I know not. . . . I really cannot write more with any chance of finishing my papers to-night, & my head is all confusion. God bless you, My dear Charles, I am your very affectionate

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Father, Benjn. Bowring." Then follows a postscript: "I had forgotten to say that R. O'Dwyer is coming a Passenger in the Vessel & is to pay 7 Guineas Stg. immediately on his arrival. I enclose his note to that effect, half of which must be credited to Blackstone [the captain of the *Velocity*]."

The *Velocity* sailed from the Mersey on March 24th, 1835, with a cargo of general merchandise, arriving at St. John's, Newfoundland, after a passage of twenty days. She again reached Liverpool on August 13th, landing the undernoted consignments of Newfoundland produce:

6 casks Blubber for account of Benjamin Bowring.		
9 casks Cod Oil	"	"
19 packages Old Junk	"	"
155 casks Seal Oil	"	"
112 Hides	"	"
19 casks Seal Oil	"	M. O'Connell.
108 casks Seal Oil	"	Job, Bulley & Co.
2,000 seal Skins	"	"
2 casks Hardware	"	Graham & Co
17 casks Cod Oil	"	"
7 casks Seal Skins	"	"
144 bars Sheathing	"	"

She made another trip to the island during that year, and discharged a second cargo at the Prince's Dock, in Liverpool.

Thus the firm of Bowring established itself in England over a century ago. The founder resided at No. 3 Grove Street, a row of small mansions adjacent to the Parliament Fields. That he soon entered into the social activities of his new environment is revealed in a newspaper reference to the Grand Fancy Dress Ball at the Liverpool musical festival of 1836, when "Mr. Bowring appeared in an ancient Spanish Dress," and Mrs. Bowring attended as "a Spanish lady." To one accustomed to a residence overlooking the splendid harbour at St. John's, however, the house at Grove Street would prove somewhat irksome. It is therefore not surprising

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to discover an advertisement in the *General Advertiser* of March 17th, 1836:

WOODSIDE or BIRKENHEAD.

WANTED, a good house; one of two stories high with view of the River would be preferred. Apply, stating situation, rent, etc. etc. to Mr. B. Box N23, Post Office (post paid).

Shortly after that date, Benjamin and his family moved across to a house, fitting the above description, in Church Street, Woodside, Birkenhead, then a delightful Merseyside retreat.

In February 1836 the brig *Velocity* was loaded outwards from Liverpool for Port au Prince, and in the following year was offered for sale as under:

FOR SALE BY PRIVATE TREATY.

The fine A1 Brig *VELOCITY*.

Coppered and copper-fastened, burthen per register, 145 tons, with all her materials as she came from sea. She is full-timbered, British Colonial-built, and two years old. For further particulars, apply to

BENJAMIN BOWRING, 32 King Street, or to
Kers, Imrie & Tomlinson.

On March 9th, 1837, she loaded a cargo for account of W. & J. Tyrer and sailed from Liverpool for Pernambuco. During a passage from that port to Aricata, she went ashore at Granja on August 5th and was sold there as a complete wreck.

After Benjamin Bowring's departure for Liverpool in 1834, the Newfoundland firm was managed by Charles Tricks Bowring, assisted by Henry Price and Edward Bowring, and their employees, John Harris, C. R. Ayre,



SIR WILLIAM BENJAMIN BOWRING, BARONET, J.P., 1837-1916

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and Philip Hutchings. A nephew of the last-named founded the firm of George Knowling Limited, Newfoundland. In addition, B. Bowring & Son employed two daily workers: Arthur Murphy and William Williams. During 1836 and 1837, their shipments to England consisted principally of cod and seal oils, which at that date commanded £35 and £47 per tun respectively at Liverpool. The vessels employed were the Colonial-built schooners *Dove* (91 tons; master, J. Roche) and the *Charlotte* (99 tons). By this time, the Firm had become one of the leading mercantile establishments in the Colony, and the following is typical of their many newspaper advertisements at that period:

ON SALE.

B. BOWRING & SON

have just received per *DIANA* from Liverpool and the *GEORGE ROBINSON* from London, a very large and varied assortment of MANUFACTURED GOODS which they offer for sale at their usual moderate prices.

Their successful trading is reflected by a facetious paragraph which appeared in the *Newfoundland Patriot* of May 11th, 1839. Together with other Liverpool merchants engaged in the Newfoundland trade, Benjamin Bowring had signed a petition to Parliament praying that steps might be taken towards eliminating religious influence over local politics in the Colony, and the editor of the *Patriot* wrote:

B. BOWRING. Some fifteen (!) years have elapsed since he first set foot on these shores - a decent, we believe, but a very poor watch-maker; but if Benjamin was a poor man he was a knowing one, and we shall say that he proved himself a clever man, too; for from the selling of TRINKETS and PELTRIES and cleaning of old watches, he so managed to clean (honestly we mean) the pockets of his customers that he ultimately rose to the highest class of importing dried goods merchants and returned to Liverpool, leaving his shop to his sons -

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who will no doubt trace their father's footsteps to a hair, for at present they drive a lucrative trade and the whole "tribe of Benjamin" are amply supported by it.

In those days, as always, political feeling in Newfoundland ran high; and this satire, it is fair to say, was considerably more charitable than that in which the editor indulged at the expense of other merchants who had signed the petition.

Charles Tricks Bowring—whose eldest son, William Benjamin, was born at St. John's in 1837—became a prominent member of the mercantile community there. Appointed secretary to the local Factory Committee, he received their thanks for the efficient manner in which he disposed of goods made by the inmates of the institution, established to provide labour for the industrious poor. He subscribed regularly to the Indigent Sick Society, whilst his wife was the society's visitor for the district from Beck's Cove to Church Hill. In 1839 he was elected a member of the Newfoundland Chamber of Commerce; and in the same year (when Henry Price Bowring attained the age of twenty-one years) the style of the firm was changed from "B. Bowring & Son" to that of "Bowring Brothers." In that year, also, they purchased the brig *Margaret Jane* (103 tons; J. Roche, master). In 1840 she prosecuted the seal fishery, and on June 16th was advertised to sail from St. John's, as under:

For LONDON or LIVERPOOL.

To sail about the 5th July.

The fine Brig
MARGARET JANE,
John Roche, Master.

Has room for a few Tuns Oil on Freight. Apply to the Master on board, or to BOWRING BROTHERS.

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She carried the firm's first substantial load of sealskins to Liverpool, landing 2,136 skins, 110 casks of seal oil, and 44 cwts. of old junk. The seal oil was sold at £30 per tun. She then loaded outwards with general cargo for St. John's, her arrival being announced in the Newfoundland newspapers as follows:

Just Received per

MARGARET JANE,

and for sale by BOWRING BROTHERS

50 half chests Souchong Tea.

Loaf Sugar in hhds and barrels.

20 crates well assorted earthenware.

250 bags Nails.

Bar and Bolt Iron of Assorted sizes.

4. M. Welch Slates.

Sheet Lead and Lead Shot.

Currants, Starch, Pepper,

Together with

A large and varied Assortment of

MANUFACTURED GOODS

Received as above and by other opportunities, the whole of which they offer on very moderate terms.

For Freight or Charter.

The Fine Fast-Sailing Brig

MARGARET JANE.

Will carry about 2,500 qtls Fish in Bulk.

This little brig, which is not recorded in any shipping register and was probably an unclassified Colonial-built vessel, made another trip to the Mersey, landing twenty-two tons of dry codfish, the firm's first shipment of that commodity to Liverpool. In addition, Benjamin Bowring received large consignments of sealskins and seal oil per

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the schooners *Nancy*, *Apollo*, *Don Juan*, *Echo*, and *Lady of the Lake*, the price of delivered seal oil being now £32 per tun. In return, Bowring Brothers received at Newfoundland substantial importations of manufactured goods from London and Liverpool, in addition to cargoes of Mersey salt and Welsh slates.

In 1841, Charles Tricks Bowring was appointed secretary of the St. George's Charitable Society of Newfoundland, and supported also the financing of the Native Hall at St. John's. He and his brother Edward continued to work commendably on behalf of the Sick Society, and the value of C. T. Bowring's labours in the interests of the local unemployed is illustrated by the following notice of 1841:

FOR SALE

A large Quantity of
Assorted Sizes

HERRING NETS

(made at the St. John's Factory).

As the object of the St. John's Factory is to provide employment for the industrious poor, the Committee have resolved to dispose of the above articles at prices much less than they can be imported for and considerably under their first cost. Prices may be known on application to

C. T. BOWRING,
Secretary to the Factory Committee.

To enable the firm to include Edward—who, the third surviving son of Benjamin Bowring, was now of age—a change in the partnership of Bowring Brothers was made early in that year. The new partnership thus comprised Charles Tricks, Henry Price, and Edward Bowring. Benjamin's youngest son, John (born 1824), was not yet of commercial age, and resided with his father at Liverpool.

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Apropos the new partnership, Benjamin wrote from Birkenhead on March 19th, 1841:

I congratulate you all three on the new formation of the Firm of Bowring Brothers which takes place to-day and which I most ardently hope will have every success which can be expected to result from combined industry, from careful speculation, and from unanimous determination to forget the interest of the individual in the better interest of the whole . . .

and upon this co-operative principle the firm has developed to a status in the mercantile world far higher than its founder can have dreamed possible. On the firm's consistency of habit throughout a century of trading one side-light is afforded by a Newfoundland advertisement of 1841 relating to a sale at auction, by James Clift, of several bales of damaged goods out of the brig *Gypsey* at St. John's. The shipping marks shown on the bales are exactly similar to those still in use by the firm to-day in its trade with Newfoundland.

In 1839, Benjamin Bowring transferred his Liverpool office from No. 32 to No. 18 King Street, and moved also his private residence from Church Street, Woodside, to No. 48 Bridge Street, Birkenhead. On the rearrangement of Bowring Brothers' partnership, the founder evidently had anticipated retirement from active business, for, on July 21st, 1841, the style of the Liverpool house was changed from "Benjamin Bowring" to that of "Charles T. Bowring & Company," and an account opened in their name with the banking firm of Arthur Heywood, Sons & Company (now a branch of Martins Bank Limited, of which Mr. Edgar R. Bowring, junior, is a director) in Brunswick Street, where the firm still maintains a current account. It should be noted, however, that Charles Tricks Bowring did not settle in permanent residence at Liverpool until 1843.

The first year of the new partnership in Newfoundland

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proved successful. After carrying 2,500 quintals of codfish to the Mediterranean, the brig *Margaret Jane* returned to St. John's in January 1842, and on March 11th was despatched with 34 men; under command of Captain Roche, to the seal fishery. As a result, Bowring Brothers were able to ship to Liverpool 3,560 packages of sealskins. In that year also they made their first shipment of salmon – 191 tierces – to the Mersey. Moreover, the clipper schooners *Mantura* and *Joseph* were chartered for employment on the Liverpool-St. John's run, the *Joseph* carrying 500 hogsheads of Cheshire salt. Liverpool prices for Newfoundland produce advanced, with seal oil at £40 and cod oil at £35 per tun, and the firm received a fair share of the trade. Whilst Charles T. Bowring supervised the business in Newfoundland, his brothers Henry P. and Edward Bowring now appear to have crossed, in turn, to England and the Continent to purchase goods, and the diversity of the supply side of their business is exemplified in the following advertisement of September 13th, 1842:

THE SUBSCRIBERS have just received Per

PIGEON and *ARCHIMEDES* from London and *ELIZABETH ANN* and *MANTURA* from Liverpool a part of their Fall supply of MANUFACTURED GOODS which they offer for sale at very low prices – and which being personally selected on the very best terms will be found to contain a great variety of useful and fashionable articles, well suited to the trade and season. They also have on hand

SICILIAN RED WINE in Pipe and Hogsheads.

GENEVA in Hogsheads.

100 Qr. Chests SOUCHONG TEAS.

5 bags COFFEE.

30 crates ASSORTED EARTHENWARE.

300 bags NAILS.

199 boxes SOAP.

IRON, TINPLATES, etc., etc.

BOWRING BROTHERS.

THE FOUNDER

On March 18th, 1843, they despatched the undernoted vessels to the seal fishery:

Indian, schooner. 36 tons. Meadus, master.

With 14 men, from a northerly port.

Margaret Jane, brig. 103 tons. Roche, master.

With 35 men, from St. John's.

Symmetry, brig. 125 tons. J. Jillard, master.

With 35 men, from St. John's.

This brig *Symmetry* was built for Bowring Brothers at Prince Edward Island in 1842, and, during the summer of 1843, carried C. T. Bowring, and his sons William Benjamin and Charles, to Liverpool, where they took up residence at Brunswick Terrace, Price Street, Birkenhead, a row of mansions overlooking the River Mersey. The *Margaret Jane* also made a voyage to Liverpool during the fall of that year, and was advertised as under:

For ST. JOHN'S, Newfoundland.

The fast-sailing At brig *MARGARET JANE*,
Roche, master;

Lying in the King's Dock and will have good despatch.
For freight or passage, apply to C. T. BOWRING & CO.
18 King Street.

In 1843 was launched, at Shoreham, the firm's first English-built vessel, the schooner *Harriet*, 125 tons. Registered at Liverpool and classified at Lloyd's for twelve years, she was named after Mrs. C. T. Bowring, and remained in commission until sold to Hodge & Company, of St. Ives, in 1860. The *Harriet* when loaded, had a draught of 12 feet. She measured 78.6 by 17.8 by 12 feet. On December 22nd, under command of Captain Whiteway, she sailed from Liverpool for St. John's, remaining in the Newfoundland trade for many years as a freight and passenger ship.

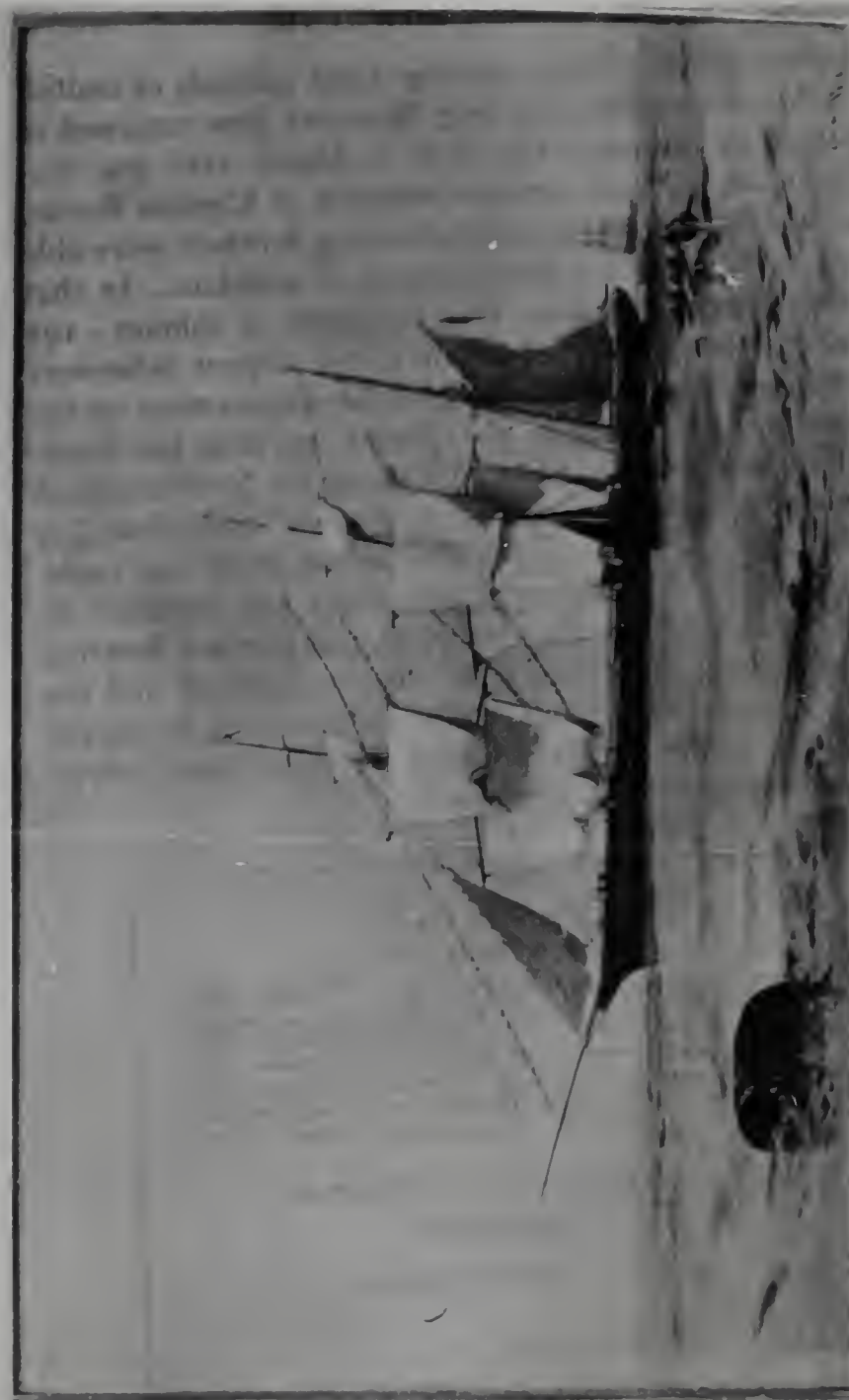
BENJAMIN BOWRING

During 1843, Bowring Brothers received large consignments of merchandise from London, Liverpool, and Greenock, also shipments of "superfine flour" and butter from New York. On March 12th, 1844, they cleared the under-mentioned vessels for the seal fishery:

<i>Garland</i> , schooner.	134 tons.	Roche, master.	35 men.
<i>Margaret Jane</i> , brig.	103 "	Roche, "	35 "
<i>Symmetry</i> , brig.	125 "	Jillard, "	35 "

The *Margaret Jane* is recorded as hailing for St. John's on April 5th with 4,200 seals. The schooner *Harriet* never prosecuted the seal fishery, being reserved entirely for transatlantic employment. On June 4th, 1844, she arrived at St. John's from London and Torquay, having on board as passengers Mr. and Mrs. Edward Bowring, recently married. Other passengers included Robert Prowse, "Master" Tapp, and Thomas Wills, the last-named being an ancestor of Walter W. Wills, a present director of Bowring Brothers, Limited.

The sailing qualities of the *Harriet* may be gauged from her movements of that year. On June 10th, under Captain Whiteway, she sailed with passengers from St. John's for Cork, loaded a cargo of general merchandise at London (where the agent was Ewen Stabb), and, after a westward passage of thirty days, arrived back at St. John's on September 6th. On October 4th she sailed for Cadiz with a cargo of codfish, and became among passengers a favourite craft, noted for the rapidity of her North Atlantic crossings, on a trade famed for its hazards rather than its comforts. The westbound passage was, indeed, more often akin to that of the brig *Garland* which, with a cargo of lime from Cork consigned to Bowring Brothers, reached St. John's on August 20th, 1844, after battling with the elements for seventy days! In July 1844, Henry Price Bowring, who was



THE BARQUE "TRINCULO," BUILT AT BRISTOL, 1858

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now one of Newfoundland's leading men of commerce, advertised in the St. John's newspapers as under:

ST. JOHN'S GAS LIGHT COMPANY.

The Directors of the St. John's Gas Light Company will receive tenders until 12 o'clock on Thursday next for the erection of a **STONE BUILDING** containing about 300 Perches of Masonry, according to a plan and specification to be seen at the Office of **BOWRING BROTHERS**. The Tenders to be addressed to **MR. H. P. BOWRING**.

This stone building was to house the plant of the newly formed Gas Company, of which he had been appointed treasurer. With the settlement of his brother at Liverpool, H. P. Bowring became senior resident partner in Bowring Brothers at Newfoundland, and his life was very active, as the local records confirm.

The year was noteworthy also as witnessing the arrival in England of the firm's first employed buyer, Philip Hutchings. He crossed to purchase goods for the fall supply; and here again some idea as to the wide variety of goods sold by Bowring Brothers at that period can be gained from the following contemporary newspaper advertisements:

JUST ARRIVED

Per *ARCHIMEDES* from Liverpool,
and other late arrivals.

CHAIN CABLES. $\frac{1}{2}$ to 1 inch.

ICE WARPS. 4 to 7 inch.

CABIN and BOAT STOVES.

B.B. and S.S.G. SHOT.

REGISTER and STOVE GRATES.

OAKUM, PITCH and TAR.

500 bags ASSORTED NAILS, $1\frac{1}{2}$ to 8 inch.

500 bags COMMON ASSORTED HAMBURGH
BREAD

with a general assortment of GOODS suitable for the Seal
Outfit, also 5 carroteels NEW CURRANTS, 40 barrels
LOAF SUGAR. **BOWRING BROTHERS.**

BENJAMIN BOWRING

NEW GOODS
BOWRING BROTHERS
have just received
per *HARRIET*

140 chests of Souchong, Hyson and Twankay TEAS.
40 bags Prime COFFEE.
10 casks CURRANTS.
20 cases CHAMPAGNE.
30 barrels BOTTLED STOUT,

and

by the same vessel and other recent arrivals a large proportion of their Fall importations of MANUFACTURED GOODS which have been personally selected with great care and are offered at exceedingly low prices.

During 1845, the undernoted vessels arrived at St. John's from Liverpool with goods shipped by C. T. Bowring & Company:

<i>Camerton</i> , brig.	220 tons.	J. Grant, master.
<i>Lily</i> , schooner.	125 tons.	Lawrence, „
<i>Lady Rowley</i> , schooner.	91 tons.	Moon, „
<i>Harriet</i> , schooner.	124 tons.	Williams, „
<i>Margaret Jane</i> , brig.	103 tons.	Davies, „

A new master had been appointed to the *Harriet*, and we shall have occasion to follow his career through the medium of these pages, for Captain William Williams remained in continuous command of the firm's vessels over a very long period, and afterwards became their marine superintendent at Liverpool. On September 12th the *Harriet* arrived at St. John's after a run of twenty-five days from Liverpool, bringing as passengers Henry Price Bowring and his brother John, who was now twenty-one years of age and thoroughly instructed in mercantile practice after an apprenticeship at the Liverpool office. On this trip, H. P. Bowring was returning from a buying visit to London and the Continent. He had arrived at London on January 15th in the Brocklebank brig *Courier*, paying a fare of ten pounds, and his

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return to Newfoundland coincided with an announcement by Bowring Brothers that their fall stock had been "selected from various markets by a person of experience."

The firm's total catch at the seal fishery of 1845 was 9,800 seals, from the following vessels:

<i>Packet</i> , schooner.	68 tons.	Phelan, master.	25 men.
<i>Garland</i> , brig.	134 „	Roche, „	35 „
<i>Margaret Jane</i> , brig.	103 „	Davies, „	34 „

The Newfoundland newspapers of that year contain many references to members of the Bowring family. On May 5th Henry Bowring submitted his annual account to the directors of the St. John's Gas Light Company, showing a balance of £404 9s. 1d. in his hands as treasurer. A month later, his brother Edward signed a requisition for a town's meeting, for the purpose of considering the disastrous fire at Quebec and for adopting some means of expressing practical sympathy. Little did he suppose that within a twelve-month a calamity of a similar nature would visit the town of St. John's itself! On May 11th, 1845, was born Fanny Charlotte, eldest daughter of Mr. and Mrs. Edward Bowring, who was to marry Dr. Skimming, father of Mr. Edward Hugh Bowring Skimming, now a senior director of C. T. Bowring & Company, Limited.

Fateful in several ways for the firm of Bowring, the year 1846 opened with a good spring trade. On March 17th, Bowring Brothers despatched to the ice:

<i>Symmetry</i> , brig.	125 tons	Jellard, master.	36 men.
<i>Margaret Jane</i> , brig.	103 „	Roche, „	35 „
<i>Packet</i> , schooner.	69 „	Phelan, „	26 „

From Bridport, the schooner *Ann* brought a large assortment of "cod seines, lines, twines and cod bags," and the little steamer *St. George*, en route for Prince Edward Island, arrived with 1,200 hogsheads of Liverpool salt and 10 tons

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of coals for Bowring Brothers; while the brig *Symmetry*, advertised to sail for Cork on June 3rd, was delayed by circumstances to be described later in this narrative. On May 19th, Bowring Brothers inserted in the local newspapers the following list of their spring importations:

Just Received
By the Subscribers.

Ex *MARY* from Liverpool and other late arrivals. The greater part of their

Spring Stock of
HARDWARE.

Also, in Store

500 bags NAILS, 3 @ 8 inch.
20 chain CABLES, $\frac{1}{2}$ @ 1 inch.
30 tons Bar, Bolt, Flat and Half Round IRON.
10 tons Hoop ditto.
TIN. I.C., I.X.
KITCHEN RANGES, assorted sizes.
LINSEED OIL, Boiled and Raw.
ANCHORS, of all sizes.
SHEET COPPER and COPPER NAILS.
LOAF SUGAR, in barrels.
SOAP, 500 boxes.
GLASS, 7 by 9 @ 24 by 30.
CANDLES, Mould and Dip, 30 and 60 lbs. boxes.
TEA, of various sorts.
PAINTS, all colours and all size kegs.
PEPPER, in bags.
EARTHENWARE, in assorted crates.
STARCH, in cwt. boxes.
Register, half register and bed room GRATES and a large Assortment of
ENGLISH CORDAGE, from $1\frac{1}{2}$ to $4\frac{1}{2}$ inch.

BOWRING BROTHERS.

On June 1st, 1846, Benjamin Bowring passed away at the residence to which he had lately removed, in Clarence Terrace, Everton, which township had been absorbed by the borough of Liverpool in 1835 and became an opulent and fashionable suburb. He was buried in the Protestant cemetery at Low Hill, Liverpool, known as the Necropolis. The cemetery was closed against further interments in 1898,

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since when the site, at the top of Brunswick Road, has been covered by Grant Gardens, a recreational corner, maintained by the City Corporation, in a now congested district. Several of the tombstones were removed before the ground was cleared, but many are buried below the surface of the gardens, and an authentic record of such stones has been preserved, from which the following is extracted:

IN MEMORY OF

BENJAMIN BOWRING, of LIVERPOOL,

who died June 1st, 1846, aged 68 years.

also CHARLOTTE BOWRING, Relict of the above,
died October 30th, 1850, aged 69 years.

also CHARLES TRICKS BOWRING, J.P.,

Son of the above,

died September 23rd, 1885, aged 77 years.

also HARRIET, Relict of the above

Charles Tricks Bowring, J.P.

died June 22nd, 1890, aged 79 years.

Benjamin Bowring possessed the courage and strength of character so necessary to anyone engaged in trade or commerce during the Napoleonic era and through the difficult years of economic depression which immediately ensued. His life proved full and active, and its exemplary spirit was reflected in the careers of his four sons, each of whom built conscientiously upon the mercantile foundation so sagaciously designed and evolved by their father. The purity of his radicalism is revealed by his energy during Sir Thomas Cochrane's administration in Newfoundland, when Benjamin became one of the foremost figures in the campaign for institution of a local legislature; yet, a few years later, he did not scruple to append his signature, as we have seen, to a document praying for removal of an evil which the establishment of local government in Newfoundland had

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involved. His arrival in England coincided with the great Reform agitation, and for some years his letters to Newfoundland contained many references to the political situation, which he followed with deep interest. The Liverpool poll-book for 1841 shows his votes recorded for Lord Palmerston and Sir Joshua Walmsley, the two unsuccessful Whig candidates for Parliament. By religion a Unitarian, he attended the old Dissenting chapel in Paradise Street, the predecessor of the beautiful church at Hope Street, which has since been generously supported by successive generations of Bowrings. At Liverpool, as in Newfoundland, this enlightened and industrious merchant made many social, commercial, and religious associations which have remained firm throughout a century. Tolerant and forbearing, yet ready at all times to support a righteous cause, however unpopular, he died not only a prosperous merchant-venturer whose interests had become ocean-wide, but a deeply respected citizen, and one of the outstanding contributors to the ultimate greatness of Liverpool as of St. John's, Newfoundland.

CHAPTER III

HIS FOUR SONS

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HIS FOUR SONS

WITHIN a few weeks of the passing of the founder of the firm, news reached his son, Charles T. Bowring, at Liverpool, of a disastrous fire which devastated the city of St. John's, Newfoundland, on June 9th, 1846. The following excerpt from a letter brought by the schooner *Gazelle*, arrived Glasgow June 18th, indicates the extent of this conflagration: "The fire broke out at half past nine o'clock on the morning of the 9th June, in the workshop of Mr. Hamlin, cabinet maker, Shuttleworth Street, and in a short time spread in all directions with frightful rapidity. It soon embraced both sides of Queen Street and came raging towards Water Street in a fiery torrent. It now became apparent, from the increased force of the fire and wind, that nothing could save Water Street, the fire engines not having the least effect. The stone premises of Messrs J. & W. Stewart, being well built and protected with iron shutters, might have stayed its progress for a time, but being surrounded by wooden buildings, viz. J. Rogerson & Son, Victoria Hotel, and C. F. Bennett & Co., as well as their own stores in the rear, they were in a very short time surrounded by fire; and the inmates, cut off from other retreat, had to escape from the wharfs in boats, after having rolled into the water about one hundred tuns of seal oil from the wharfs and stores. The fire now became awfully intense and terrific: the oil vats of Messrs. C. F. Bennett & Co. and Messrs. Stewart, with their contents, together with other combustible materials and about 150 puncheons of molasses, being all on

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fire at once, the effect may be conceived but cannot be described, and to add to the danger, at this moment three vessels were discovered to be on fire, viz. the *Elizabeth Margaret*, *Gazelle* and *Royal William* which, with exertions, were got under before the flames reached any height.

"The scenes as now witnessed from the water were awfully terrific – masses of fire ascending high in the air, then stretching forth and seizing everything within its reach, but still unshackled, rushing on with destructive energy. Sir John Harvey and the military were on the ground very early, just as it appeared in Queen Street. He did all in his power, with his staff and the military, to arrest the flames: but it was soon apparent that all human efforts were vain, and that the fire would only cease from a change of wind or want of materials to act on. The rapidity with which events occurred makes it difficult to speak precisely as to time; but perhaps an hour and a half or two hours after commencement an attempt was made to blow up the premises of Messrs. E. & N. Stabb, which unfortunately did not succeed, and only resulted in the death of one and the mutilation of another of the Royal Artillery. The military and town engineers were kept busy in front of the fire, taking up positions where they thought a stand might be made, but it was all in vain: nothing could withstand its awful advance: stone stores, wooden stores slated and covered with sheet iron, seemed to make not the least difference, and apparently did not a moment stay its progress; and at six o'clock the whole of the town, with the exception of the lanes and part of Gower Street, was prostrate in ashes. What the actual amount of property lost, or number of houses consumed may be, it is difficult at once to estimate but taking the one at a million sterling (including the value of the houses) and the latter at 1,500 or 2,000 may not be out of the way. The number of inhabitants rendered houseless and totally destitute cannot be much under 7,000, a great portion of

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whom are women and children, the male part of the population being absent at the fishing; and how they are to subsist or be lodged and clothed, God only knows. . . ."

Among the premises destroyed were those of Bowring Brothers, and the strenuous and anxious period through which the three brothers at St. John's now passed must have been rendered the more melancholy by arrival of the news of their father's death, as announced in the *Newfoundland Public Ledger* of June 23rd, 1846:

DIED. On the 1st June, at his residence in Liverpool,
BENJAMIN BOWRING, Esq., aged 69 years.

Reaching them, as it did, during the salving of their stock and the erection of temporary premises in Water Street, this domestic news was, no doubt, softened in the severity of its effect by the immense task of reconstruction demanding their immediate attention and energies. On June 30th the Newfoundland journals contained the following announcement:

THE SUBSCRIBERS

having now nearly completed their temporary premises (opposite those of Mr. Clift) beg to inform the public that they intend opening the above on WEDNESDAY next, when they will be able to offer the Goods saved from the late Fire at their usual low prices.

Also

Just arrived per Mail from Liverpool a large and varied Assortment of MUSLIN, BALZARIN, RIBBONS, &c. for the present season.

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A month later there appeared a further announcement, concerning the arrival of the steamer *Unicorn* from Halifax, with a supply of manufactured goods "which together with a

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varied stock saved from the late fire are offered for sale at exceedingly low prices." At Liverpool, C. T. Bowring and other Newfoundland merchants quickly formed a relief committee to raise funds for the fire sufferers, to which the firm subscribed liberally. The schooner *Harriet* was despatched to St. John's with a supply of goods, but, as a result of the economic situation in the Colony, experienced difficulty in securing a homeward charter. Later in the year she arrived at Liverpool with 12,000 sealskins, which were sold at auction by Arnold Leete & Roscoe at their Sweeting Street sale-room.

In 1847 the firm sent three vessels to the seal fishery. These were the schooners *Placid*, 30 men, and *Packet*, 25 men, and the brig *Margaret Jane*, 35 men, the last-named hailing for St. John's with 3,976 seals. John Towill, who served the firm for many years, was appointed, at this time, to command the brig *Symmetry*, which, after a passage of thirty-nine days from the Mersey with a general cargo, arrived at St. John's on April 27th, while the schooner *Harriet* made several trips to Cork and Waterford with passengers and cargo. During that year, C. T. Bowring & Company, at Liverpool, advertised several Colonial-built clippers for sale. The following is a typical notice:

ON SALE.

Lying in the George's Dock.

The new beautiful little brigantine *GLEN*, built at Sydney, C.B., for the present owners under their immediate inspection, chiefly of heckamatack; her outfit is ample and of the best English manufacture; sails very fast and well adapted for general purposes. Length 72 feet 8-10ths; breadth 19 feet 5-10ths; depth 11 feet. 109 tons register. For further particulars, apply to

C. T. BOWRING & CO., or to
D. Tonge & Sons.

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The Liverpool office was transferred in 1847 to No. 8 Chapel Walks, and the principal partner, C. T. Bowring, removed his residence from Birkenhead to Oakleigh, West Derby Road, then a residential suburban district of Liverpool.

During the next twelve months the firm handled 20,000 sealskins and 1,250 casks of cod and seal oils, and early in 1849 the new brig *Emma*, 207 tons (named after Mrs. Edward Bowring), was launched at Shoreham and placed under the command of William Williams.

On October 17th, 1849, the secretary of the Liverpool & London & Globe Insurance Company reported to his directors that "he had seen Mr. Bowring, who was willing to undertake the Agency for his House in Newfoundland." Bowring Brothers, Limited, still conduct this agency, and are thus the company's oldest overseas representatives, full power of attorney being granted to them by that insurance company two years later.

In 1850 the wooden brig *Titania*, 220 tons, was built for the firm by Cox, of Bridport, at a cost of £4,220. It proved to be the first of a long line of sail and steam vessels carrying the Shakespearian nomenclature which has since distinguished the Bowring ships on every sea. This little vessel, commanded by Captain Williams, initiated a triangular service between Liverpool, Newfoundland, and Brazil – a trade route maintained by the firm's smaller craft for nearly sixty years afterwards. In 1850 they first subscribed to Lloyd's Register, the fleet being shown as under:

<i>Titania</i> , brig.	220 tons.	Wm. Williams, master.
<i>Emma</i> , brig.	207 "	John Towill, "
<i>Kyanite</i> , brig.	124 "	J. Goldsworthy, "
<i>Symmetry</i> , brig.	124 "	A. Palfrey, "
<i>Harriet</i> , schooner.	124 "	J. Luscombe, "

The brig *Kyanite*, built in 1840, at Whitehaven, was acquired by C. T. Bowring & Company in 1849. Three years

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later they sold her to Cox, of Bridport, who lengthened the vessel some twenty feet. Under various ownerships, she survived down to the eighteen-eighties.

On October 30th, 1850, Charlotte, widow of Benjamin Bowring, died at her residence in Richmond Terrace, Everton. She, too, had spent a most active life and abounded in good works, which her increasing prosperity served merely to intensify. Her name is discovered constantly as a subscriber to charities in Liverpool, Newfoundland, and Exeter.

At this period, C. T. Bowring commenced marine underwriting on his own account, and it is interesting to note that his second son, George Edward Bowring (born at Liverpool on December 28th, 1851), later specialised in this business and became the firm's first underwriting member of Lloyd's. The Liverpool office was again removed in 1851, to No. 34 South John Street, and in this year the schooner *Harriet*, hitherto employed in the Newfoundland-European trade, freighted a cargo of flour from New York to Liverpool, while the brigs *Emma* and *Titania*, on the homeward run of their triangular Atlantic voyages, brought cargoes of sugar from Maceio and Pernambuco. A contract was placed with Cox, of Bridport, for the building of the wooden barque *Oberon*, 279 tons, launched in the following February, and she sailed from Liverpool during April 1852 for Newfoundland. Later in the same year the barque *Prospero*, 257 tons, was launched at Bridport, at a first cost of £4,677. All these early Bowring vessels carried apprentices, who served a term of five years, and the following is a note of their rates of pay in 1850:

1st year	9s.	per month.
2nd year	10s. 8d.	"
3rd year.	12s. 4d.	"
4th year.	15s. 5d.	"
5th year.	22s. 4d.	"

HIS FOUR SONS

In March 1853 the following vessels cleared for the seal fishery at St. John's for account of Bowring Brothers:

<i>Lena</i> .	147 tons.	Feehan, master.	48 men.
<i>Regina</i> .	137 "	Foster, "	45 "
<i>Helen</i> .	70 "	Nosworthy, "	30 "

During that year, C. T. Bowring moved his residence from West Derby Road to No. 8 Prince's Park Terrace, Liverpool, and his eldest son, William Benjamin, sailed for Newfoundland, there to take up mercantile duties under his uncles Henry, Edward, and John.

The Liverpool firm now started to build larger vessels. In 1854 the new wooden barque *Miranda*, 348 tons, constructed at Whitehaven, sailed from the Mersey under command of Captain Williams, and on December 23rd the firm's iron clipper ship was launched at Liverpool, as described in the following contemporary news paragraph:

"On Saturday last the inhabitants of Liverpool had the opportunity of witnessing a scene which rarely occurs in any other port in England or, we may say, in the United Kingdom, namely the launch of two splendid vessels from the premises of one firm. The firm of Cato, Miller & Company has, within the last few years, obtained an undisputed celebrity for the many beautiful ships, both in wood and iron, they have sent upon the waters. Therefore, it would be needless to say that the two launched from their extensive premises on Saturday last were most beautiful in their models and constructions, and we have no doubt that the *Cleator* and *Hermione* will equal, if not surpass, any of their former efforts to arrive at perfection in the science of naval architecture. At half past one o'clock, Mr. Cato, accompanied by Miss Marianne Bowring and a few friends, appeared on the temporary platform to take part in the ceremony. All the preliminaries having been completed, Mr. Cato gave the word of command for the *Cleator* to be

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let free, when she immediately began to glide into the waters of the Mersey, the young lady acting as sponsor. As soon as the *Cleator* had been launched, the company repaired to the adjoining yard, also belonging to Messrs Cato, Miller & Company, to witness a similar procedure with regard to the *Hermione*. On this occasion, Miss Bowring officiated as sponsor and the result was, if possible, more successful than the former, as the beautiful vessel glided into the waters without a single swerve, and upon being perfectly free, apparently bowed to the fair lady who had given her a name. After the launch of the vessels, Mr. Cato invited a few of his friends to accompany him to his private office, where a repast was already prepared."

The Miss Bowring here described as sponsor was second daughter of C. T. Bowring. Five years later, she married G. B. Windeler, of London. The steamer *Cleator* afterwards came under the ownership of Messrs. George Holt & Company in their Mediterranean trade.

With these enterprising developments in ship construction, the voyages of the Bowring fleet naturally became correspondingly diverse. During 1854, the *Miranda*, *Harriet*, *Titania*, *Oberon*, *Emma*, and *Prospero* discharged cargoes at Liverpool from Mauritius, Naples, Maceio, Pernambuco, and Bahia, each ship clearing almost immediately with coals and general merchandise to Newfoundland. In addition, the brigantines *Daring* (151 tons), *Venus* (170 tons), and *Lena* (147 tons) arrived at the Mersey with Newfoundland produce shipped by Bowring Brothers. The *Lena* brought also the machinery salvaged from the wreck of the liner *City of Philadelphia*, lost on Cape Race, Newfoundland.

The iron ship *Hermione* sailed from Liverpool in February 1855 on her maiden voyage to Newfoundland, with John Towill in command. Meanwhile, a sister-ship, the *Imogene*, 380 tons, had been built in iron by Cato, Miller & Company,

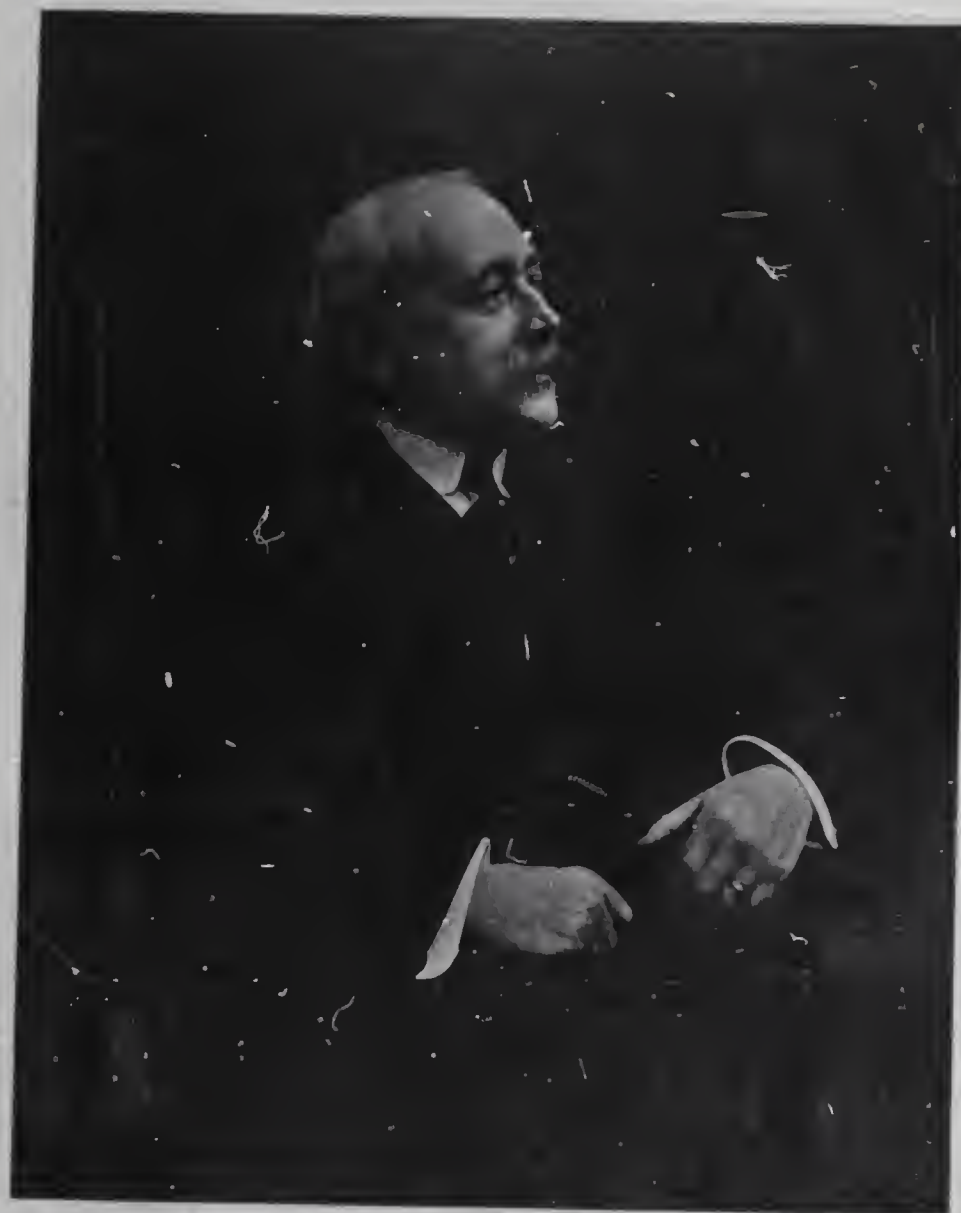


Photo J. Russell & Sons

SIR THOMAS BENJAMIN BOWRING, J.P., 1847-1915



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and an advertisement of August 16th, 1855, announced the inauguration of a new direct line of packets from the Mersey to Brazil:

LINE OF PACKETS FOR PERNAMBUCO.

Warranted first vessel - has only very little quantity of room. All goods to be alongside This Day. The remarkably fine, new, iron-built clipper ship

IMOGENE, Captain Williams;
(late of the *Miranda*).

At Lloyd's for the nine years, 380 tons register, has just been built by Messrs. Cato, Miller & Co. under special survey and is expected to be one of the fastest vessels afloat. For freight or passage apply to the owners, Messrs. C. T. BOWRING & CO. or to Tanton & Davidson.

The beautiful new clipper ship *HERMIONE* will be the succeeding packet.

Never did sister-ships more admirably respond to the expectations of builders and owners. Each vessel attained a measure of fame by reason of her speedy passages, the *Imogene* crossing from Liverpool to Pernambuco on her maiden voyage in thirty days, a record which she reduced to twenty-four days on the second trip.

At St. John's, Bowring Brothers sent the following vessels to the seal fishery in 1855:

<i>Ann.</i>	116 tons.	Lynch, master.	40 men.
<i>Fanny Bloomer.</i>	142 „	Silvey, „	45 „
<i>Roxana.</i>	134 „	Jackman, „	48 „
<i>Mary.</i>	76 „	Lacey, „	35 „
<i>Lena.</i>	147 „	Feehan, „	50 „
<i>Swallow.</i>	124 „	Glindon, „	48 „

Captain William Jackman, of the *Roxana*, was the first of a celebrated family of sealing-masters who served Bowring Brothers for more than sixty years, and to whom subsequent reference is made in these pages.

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On September 20th, 1856, the *Imogene* sailed from Liverpool on her third voyage to Pernambuco, and at three o'clock on the following morning collided with the iron screw-steamer *Falcon* (800 tons) twenty miles off Holyhead. According to a contemporary account, the steamer struck the *Imogene* on the port bow and cut her down to the water's edge. She was one of the earliest vessels to be fitted with watertight compartments, and had she not been so constructed she must have sunk with all on board. The steamer's engines were not stopped until some time after the collision, and, when she did at last pull away, Captain Williams of the *Imogene* requested the steamer to lay to him, which she did for two hours. At the end of that time it had become apparent that, despite the efforts of Williams and his crew, the *Imogene* was sinking quickly. When her main compartment was almost filled with water, they abandoned her by means of their own boats, and had scarcely clambered aboard the steamer when the *Imogene* went down by the head. Some notion of the prosperity of the South American trade in those days is gained from the fact that two of the *Imogene's* passengers were in possession of £2,700 in hard cash, while her cargo of about 400 tons was valued at £60,000. The disaster proved, nevertheless, the efficiency of the new system of watertight compartments. As a sequel to the inquiry, held at Liverpool, the mate of the *Falcon* was held responsible, and his certificate of competency was suspended for twelve months.

The Liverpool firm now entered upon a shipbuilding programme which placed them among the leading shipping firms on Merseyside. During the years 1856 and 1857 the iron barques *Prospero* (308 tons) and *Trinculo* (310 tons) were constructed at Bristol and placed on the Liverpool-Brazil service, whilst the iron brig *Cymbeline* (219 tons), built at Chester, was put into commission, and a wooden barque, the *Imogene* (311 tons), ordered

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from Cox, Bridport. Thus, in 1858, the fleet comprised the

<i>Harriet</i> , schooner.	124 tons.	J. W. Symons, master.
<i>Prospero</i> , iron barque.	308 "	T. Taverner, "
<i>Oberon</i> , wood barque.	279 "	H. Pearce, "
<i>Titania</i> , wood brig.	220 "	F. Jones, "
<i>Cymbeline</i> , iron brig.	219 "	J. Thompson, "
<i>Miranda</i> , wood barque.	314 "	T. Cummings, "
<i>Hermione</i> , iron ship.	383 "	J. Towill, "
<i>Trinculo</i> , iron barque.	310 "	H. Pearce, "
<i>Imogene</i> , wood barque.	311 "	W. Williams, "

To illustrate the firm's trade at Liverpool about this period, the following list of vessels which cleared on their account from the Mersey during 1857 is inserted:

			Master	Loaded for
8 Jan.	<i>Titania</i> .	220 tons.	Jones.	Newfoundland.
"	<i>Oberon</i> .	279 "	Pearce.	"
22 Jan.	<i>Argus</i> .	211 "	Feehan.	"
12 Mar.	<i>Prospero</i> .	308 "	Taverner.	"
2 Apr.	<i>Miranda</i> .	314 "	White.	"
"	<i>Penninghame</i> .	250 "	Patten.	"
"	<i>Wilhelmina</i> .	168 "	Surridge.	"
16 Apr.	<i>Wyke Regis</i> .	229 "	Meadus.	"
"	<i>Quebec Pkt</i> .	150 "	Colton.	"
12 May.	<i>William</i> .	116 "	Clunn.	"
25 May.	<i>Oberon</i> .	279 "	Pearce.	Pernambuco.
28 May.	<i>Harriet</i> .	124 "	Symons.	Newfoundland.
25 Jun.	<i>Imogene</i> .	311 "	Williams.	Pernambuco.
9 Jul.	<i>Devon</i> .	106 "	Walsh.	Newfoundland.
"	<i>Annie Laurie</i> .	191 "	Walters.	"
"	<i>Stella</i> .	93 "	Martyn.	"
16 Jul.	<i>Titania</i> .	220 "	Jones.	"
20 Aug.	<i>Harriet</i> .	124 "	Symons.	"
24 Sep.	<i>Prospero</i> .	308 "	Taverner.	"
"	<i>Wm. Stairs</i> .	143 "	Walsh.	"
"	<i>Margaret Jane</i> .	146 "	Way.	"
8 Oct.	<i>Oberon</i> .	279 "	Pearce.	"
22 Oct.	<i>Fanny Bloomer</i> .	125 "	Flynn.	"
"	<i>Annie Laurie</i> .	191 "	Congdon.	"

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			Master	Loaded for
12 Nov.	<i>Argus.</i>	211 tons.	Feehan.	Newfoundland.
26 Nov.	<i>Cymbeline.</i>	219 "	Thompson.	"
17 Dec.	<i>Miranda.</i>	314 "	White.	"
31 Dec.	<i>Hermione.</i>	383 "	Towill.	Pernambuco.

They made shipments also by the steamers *Circassian* and *Khersonese* to St. John's, where Bowring Brothers were appointed agents, and the following advertisement of 1857 gives the sailings of this pioneer line of steamers to Newfoundland:

STEAM TO AMERICA.

NORTH ATLANTIC STEAM NAVIGATION COMPANY
FROM LIVERPOOL TO PORTLAND.

CALLING AT ST. JOHN'S, NEWFOUNDLAND, and
HALIFAX, N.S.

OUT AND HOME.

By the following new and powerful Iron Screw Steam Ships, At Lloyd's, which will sail on the undermentioned dates from Liverpool:

Ships.	Tons.	Captains.	To Sail.
CIRCASSIAN.	2,400.	C. Powell.	7th March.
KHERSONESE.	2,400.	W. H. Thompson.	4th April.
CIRCASSIAN.	2,400.	C. Powell.	2nd May.

Returning from PORTLAND on the
4th April, 2nd and 30th May.

CABIN PASSAGE MONEY to St. John's, Newfoundland, Halifax, or Portland, 16 guineas.

FREIGHT from Liverpool to St. John's, Newfoundland, 45s. sterling and 5 per cent premium.

For further particulars and circulars apply, in St. John's, Newfoundland, to BOWRING BROTHERS; in Halifax, N.S., to B. WEIR & CO.; in Portland to JOHN RHYNAS & Co.; in Glasgow to ROBERT HASTIE; or, here, to WEIR, COCHRAN & CO., Weaver Buildings, Brunswick Street.

The third-class passage-money to St. John's was £7, with "a few superior rooms in the third class at £10."

Frederick Charles (afterwards Sir Frederick) Bowring, eldest son of John Bowring, was born at St. John's in 1857, and in October of that year his uncle, C. T. Bowring, stood as Liberal candidate for the representation of St. Peter's

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Ward in the Liverpool Town Council. Although he was well known in Liverpool commercial circles, this was his first venture into public affairs. The ward was regarded as a stronghold of Toryism, and the retiring councillor, Harmood Banner, was of forceful character and the most popular man of the Conservative Party. C. T. Bowring, however, pluckily stood up to such long odds and, contrarily to all expectations, he secured the seat by a majority of twenty-one votes. Thenceforward he represented St. Peter's Ward continuously for thirty years, and came rapidly to the front, because those qualities which had made him succeed in business rendered him valuable as a councillor. Though not a fluent speaker, his clear foresight, financial ability, energy, and strict integrity soon secured him the confidence of all his municipal colleagues, and we shall have occasion later to review the manifold activities of his career in Liverpool.

In 1858, Edgar Rennie Bowring – afterwards the Honourable Sir Edgar R. Bowring, K.C.M.G., and chairman of C. T. Bowring & Company, Limited, and its associated companies – was born at St. John's, Newfoundland.

The iron ship *Hermione* and the barque *Imogene* having established themselves in the Liverpool-Pernambuco trade, the firm inaugurated, in 1860, a line of packets to Rio de Janeiro, and the Bowring ships again demonstrated their superior sailing qualities, one advertisement announcing that the *Imogene* had proved herself the fastest vessel in the Brazil trade, "having made the passage from Liverpool to Rio de Janeiro in 33 days." One of the smaller craft, the schooner *Harriet*, after serving the Newfoundland trade for eighteen years, was sold in 1860, and a brigantine of the same name, of 186 tons, was built at Bridport by Cox.

In 1860, C. T. Bowring was appointed a director of the Liverpool Chamber of Commerce, and in the same year his son, William B. Bowring, proceeded from Newfoundland to

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New York for the purpose of establishing a branch of the firm in the United States. He was prevented, however, by the outbreak of Civil War. A year later he married Miss Isabel MacLean Jarvis, of St. John, and in 1862 founded the firm of Bowring & Archibald at 29 Broadway, New York, in conjunction with the son of Sir Edward Archibald, British Consul in that city.

The mercantile enterprise of Bowring Brothers during these years is reflected by the number of vessels which they sent to the seal fishery, the undermentioned clearing from St. John's in 1861:

<i>Contest.</i>	228 tons.	Breen, master.	65 men.
<i>G. M. Johnston.</i>	177 "	Lynch, "	55 "
<i>Wm. Stairs.</i>	143 "	Walsh, "	55 "
<i>Roxana.</i>	134 "	Jackman, "	54 "
<i>Rainbow.</i>	127 "	Woodford, "	56 "
<i>Fanny Bloomer.</i>	126 "	Silvey, "	55 "
<i>Emma.</i>	89 "	Roberts, "	30 "

and on this occasion they increased the price of seal fat from 27s. 6d. to 32s. 6d. Their sealing fleet in the following year, however, comprised only the *Roxana*, *G. M. Johnston*, *William Stairs*, and *Jessie Brown*.

During that year, Bowring & Archibald made a shipment of wheat and flour to Liverpool per the schooner *Giraffe* (164 tons; T. White, master), a cargo which was the first of many similar consignments. On October 2nd, 1862, Charlotte Bowring, eldest daughter of C. T. Bowring, married Mr. Lawrence Stoddart at Hope Street Church, Liverpool. He was partner in the firm of Stoddart Brothers, shipowners and brokers, who became associated with C. T. Bowring & Company in the operation of a line of sailing packets to the East. On January 2nd, 1862, the firm advertised for sale a new clipper barque, the *Portia*, 360 tons, just launched at Bridport, "copper fastened throughout and sheathed with heavy yellow metal; has Cunningham's patent reefing

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topsails." She, however, was sold before delivery. In the following year they began to manage "tall" ships. At Port Glasgow, the famous builders, Reids, constructed for them the iron barque *Jessica*, 546 tons, and the iron ships *Oberon*, 1,181 tons, and *Ophelia*, 1,184 tons; while Cox, of Bridport, delivered the wooden brigantine *Portia*, 197 tons, and the schooner *Bianca*, 138 tons. The *Oberon* and *Ophelia* were for employment in the Indian trade, and became very popular as passenger vessels. In June 1863 the firm at Liverpool loaded the steamship *Saladin* with a cargo for St. John's, and she then proceeded on to the Brazil service of Messrs. Lamport & Holt.

Henry Price Bowring, senior partner at St. John's, Newfoundland, returned to Liverpool in 1863 to reside with his brother, C. T. Bowring, at Elmsleigh, in Prince's Park. Two years later he married Sarah Illingworth, daughter of William Illingworth, of Bradford, and for a few years they lived at No. 2 Devonshire Road, Liverpool.

In 1864 the iron barque *Trinculo* sailed from the Mersey for Auckland, New Zealand, for account of Stoddart Brothers, and the wooden barque *Miranda*, after bringing a cargo of copper and silver ore from Valparaiso, inaugurated a service between Liverpool and Montreal:

BEAVER LINE OF CLIPPER PACKETS FOR CANADA.

For MONTREAL.

The splendid thirteen years clipper Barque

MIRANDA,

J. Congdon, Master;

340 tons register; At thirteen years at Lloyd's. Shippers are invited to inspect this vessel, the only British-built ship on the berth, well known in the Brazil and Newfoundland trades for her rapid passages. Loading in the Salthouse Dock. For terms, apply to MESSRS. C. T. BOWRING & CO. or to STODDART BROTHERS.

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The iron barque *Britomart*, 600 tons, was ordered from Reids, Port Glasgow, in 1865, and in the same year the firm purchased the gunboat, H.M.S. *Plover*, 173 tons, 60 horsepower, which they renamed the *Hawk*. She went through her engine trials at the Toxteth Dock, Liverpool, on December 14th, and a week later sailed for St. John's. The *Hawk* was the first steam vessel owned by the firm, and her dimensions are interesting, viz. 283 tons gross, 173 tons nett; measurements, 145.5 feet by 25.4 feet by 13 feet; coal consumption, about four tons per day; bunker capacity, 63 tons. Her complement consisted of the master (H. Pearce), two mates, two engineers, two firemen, one trimmer, seven deck-hands, a boatswain, and a cook. In the following March she prosecuted the seal fishery under command of Captain Edward White, her first catch being 10,700 seals. She served the fishery each season until lost in the ice in 1876, after accounting for some 70,000 seals during her career. The *Hawk* was commanded successively by Captains William and Arthur Jackman, two "Vikings of the North," whose names appear prominently in the annals of Newfoundland sealing. William was the hero of a splendid feat of endurance in 1867, in connection with the wreck of the schooner *Sea Clipper* off Spotted Islands, Newfoundland. In a blizzard and a gale of wind, with terrible seas running inshore, he swam 100 fathoms from this bleak and barren coast to the wrecked vessel, making twenty-seven journeys and saving as many lives, for which he received the Royal Humane Society's diploma and medal. Arthur, at the age of twenty-two, commanded a sealing vessel, and served the firm until 1906, his catches of seals totalling 552,510. He proved one of the most able and popular of Newfoundland's famous sealing captains. It was in the little steamer *Hawk* that two young boys, who later became Sir Frederick and Sir Edgar Bowring, saw the first Atlantic cable successfully laid at Heart's Content, Newfoundland, in 1866. Forty years



THE IRON SHIP "DESDEMONA," BUILT AT LIVERPOOL, 1875

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later, Sir Edgar Bowring was one of a party which witnessed Marconi's receipt of the first transatlantic wireless message at Signal Hill, St. John's.

In addition to the merchant trade in the Colony, Bowring Brothers managed their own fleet of sailing vessels, of which several were engaged in the transatlantic fish-carrying trade and at the cod and seal fisheries, and a list of these Colonial-built schooners and brigs, together with a note of their registered owners as they appeared in 1866, is given below:

<i>Banshee.</i>	44 tons.	John Bowring.
<i>Echo.</i>	51 "	"
<i>Electra.</i>	150 "	"
<i>Erin.</i>	40 "	"
<i>Eugene.</i>	34 "	"
<i>Example.</i>	36 "	"
<i>Fanny Bloomer.</i>	126 "	Edward Bowring.
<i>Giraffe.</i>	165 "	John Bowring.
<i>Good Intent.</i>	47 "	"
<i>Hebe.</i>	48 "	William Benjamin Bowring.
<i>Isabella.</i>	140 "	John Bowring.
<i>Margaret.</i>	140 "	Henry Price Bowring.
<i>Mary Jane.</i>	138 "	John Bowring.
<i>Minotaur.</i>	48 "	"
<i>Norna.</i>	46 "	"
<i>Saint Croix.</i>	34 "	"
<i>Sarah Ann.</i>	130 "	"
<i>Stranger.</i>	73 "	William Benjamin Bowring.
<i>Two Sisters.</i>	40 "	John Bowring.

At Liverpool, the large iron ships owned by C. T. Bowring & Company now gained a reputation for their fast sailing qualities. The *Jessica*, after a short employment in the London-Australia service, was put on to the Black Star

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Line berth from Liverpool in 1866 and advertised as under:

BLACK STAR LINE OF AUSTRALIAN PACKETS.

PACKET FOR DECEMBER.

For ADELAIDE.

The splendid clipper Barque

JESSICA,

Captain J. Towill.

546 tons; At at Lloyd's for twelve years. This fine vessel is known in the London and Adelaide trade for her rapid passages and always discharging her cargo in good order. For terms of freight or passage apply to

JAMES DOWIE,

32 Tower Buildings-west.

The barque *Britomart* proved one of the earliest packets sailing under the White Star flag, and in 1866 was placed on their South American run, as under:

REGULAR LINE OF PACKETS FOR THE WEST COAST OF SOUTH AMERICA.

Loading berth - Salthouse Dock.

For Arica and Islay.

The magnificent new, iron clipper Barque

BRITOMART,

Captain Bartlett;

(who is well acquainted with the trade)

507 tons, register; classed AAt at Lloyd's and built by the celebrated builders, Messrs. J. Reid & Co., Port Glasgow. For terms of freight, apply to

G. H. FLETCHER & CO. or

T. H. ISMAY & CO.

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The large iron ships *Oberon* and *Ophelia* were employed between Liverpool and Bombay, their loading brokers being H. N. Hughes & Company, and they continued in this trade until the eighteen-eighties.

In 1866, Henry Bowring, third son of C. T. Bowring, set up in business on his own account as a ship and insurance broker, with an office in Rumford Street, Liverpool, holding an agency there for the Liverpool & London & Globe Insurance Company. During the next few years he is mentioned frequently as agent for many vessels entering and clearing from the Mersey for foreign ports. His start in business coincided with the return from New York of William B. Bowring, who now settled at Liverpool to assist his father and uncle (Henry P. Bowring) in managing the firm's increasing trade, and he took up residence at No. 13 Devonshire Road, Prince's Park. In 1867 the iron barque *Cordelia*, 598 tons, was built at Port Glasgow by J. Reid & Company, and, with the *Britomart*, was placed on the White Star berth to Valparaiso. This fine vessel proved a good sailer, and for many years remained a favourite in this and the Australian trade. She had a long and useful career, remaining under the firm's commission until sold in 1911, and even towards the end of this period she established a record run from Newfoundland to the United Kingdom. Whilst these new iron vessels were thus proving popular in the Australian, Indian, and Pacific trades, the smaller craft prosecuted a regular service to Newfoundland, and the brigantines *Harriet* and *Portia* maintained the triangular voyage from Liverpool to Newfoundland and Brazil.

C. T. Bowring & Company now ordered the building of the iron ship *Juliet*, 1,320 tons, launched at Harland & Wolff's yard, Belfast, 1868. She was immediately chartered by James Baines, Taylor & Company for service on their famous

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Black Ball Line run to Australia, and on January 21st, 1869, announced as under:

BLACK BALL LINE OF AUSTRALIAN PACKETS. LIVERPOOL to MELBOURNE.

The splendid New Iron Clipper Ship

JULIET,

Captain Duguid;

1,320 tons register. This magnificent iron clipper ship has just been launched by the celebrated builders, Messrs. Harland & Wolff, of Belfast, and is classed AA1 at Lloyd's and A1 in the Liverpool Book, both being the highest possible qualifications. She is now being fitted with all the latest improvements, and in model and construction is one of the finest iron clippers afloat. She will be commanded by Captain Duguid, who is well known in the Australian passenger trade, and as her accommodation for all classes is of the most superior description, she affords an unusually favourable opportunity for passengers, and is a most eligible opportunity for shippers of fine goods. An inspection is requested. Loading in the Queen's Dock.

JAMES BAINES, TAYLOR & CO.

These expectations were amply fulfilled, for this fine, tall ship made her maiden trip from Liverpool to Melbourne in eighty-two days, and proved quite up to the traditions of other Black Ball clippers. On her homeward run, she brought to Liverpool 31,205 sacks of wheat from San Francisco.

The year 1869 also marked the launch of two iron barques, the *Romeo*, 641 tons, and the *Viola*, 590 tons, built by Thomas Royden & Sons, of Liverpool, both being placed immediately on the Liverpool-Australian service of the Black Star Line, for whom James Dowie acted as loading broker at Liverpool. Captain William Williams commanded the *Viola* and Captain J. W. Thomas was posted to the *Romeo*. The iron ships *Oberon* and *Ophelia* at that time were

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under Captains Henry Towill and W. Strickland, and the *Oberon* made the fastest passage, both out and homeward, of the Indian clippers of that season. During the same year, C. T. Bowring & Company acted as Liverpool agents for a line of American packet-ships to New York, consisting of the *Trimountain*, 1,301 tons, the *Polar Star*, 819 tons, and the *Edith*, 1,178 tons, the following being a typical loading notice:

AMERICAN FLAG.

With splendid despatch,

The splendid well-known American ship

POLAR STAR,

J. Bairson, Commander;

Burthen per register, 819 tons. Built at Medford and owned in New York, and is in every respect a first-class conveyance. Loading South Side Victoria Dock. Apply to C. T. BOWRING & CO., 53, South John Street, or to J. & W. Goffey, 5 Rumford Place.

Henry P. Bowring and his brother Edward having settled permanently in England, the firm at St. John's, Newfoundland, was now managed by John Bowring; and in 1860, after the transference of William B. Bowring to New York, Charles (second son of C. T. Bowring) proceeded to St. John's to assist his Uncle John. John Bowring's popularity in the Colony quite equalled his business abilities, and the following racy account of the return of the sealing fleet gives a glimpse of that popularity:

"Scarcely daybreak on the hill-tops, the merchants, wrestling for glasses and watching the fleet some miles off (chary of the ice-bound coast), lay heavily on the first ship past Fort Amherst, the number of her catch of seals and the house she may belong to. There is one vessel at least two miles nearer in than her consorts, her number is flying

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from the peak, but they cannot quite make it out. Ah, what palpitation! What tantalisation! The top flag is two; the lowest is a seven; no, it is a nine – which is it, Bowrings or McBrides? For it is clear it is one of the twain. The schooner yaws for a second, but that's enough; the numbers stand out bravely in the breeze, and John Bowring, jumping up, shouts to the signal man to hoist the number of his house. Look over the Queen's battery, across the harbour, among the still hazy wharves and ships. Almost in less time than it can be written looms out a puff of white smoke, and to the faint boom of a gun, the signal flag of the house on their own wharf is run up in acknowledgment of the joyful news. In ten minutes more they know that 7,000 seals are in the schooner's hold, and honest John, with crushed hat, flushed cheeks, and well-bespattered clothes, comes tearing down the hill, heeding nothing as he rushes past to his counting-house. He knows he has driven that last nail into his future villa on the banks of the Mersey. Good, honest fellow! No one jealous of his luck; and yet few would take him for a partner at our whist club that evening; his revokes would be something awful."

Soon afterwards, John Bowring did sail with his family to Liverpool, and in 1870 was living at No. 17 The Esplanade, Waterloo, Lancashire, taking an active part in the management of C. T. Bowring & Company, whose mercantile operations were now most extensive, their fleet of sailing vessels in that year being:

<i>Bianca</i> , wooden schooner.	138 tons.
<i>Britomart</i> , iron barque.	600 "
<i>Cordelia</i> , iron barque.	598 "
<i>Harriet</i> , wood brigantine.	186 "
<i>Imogene</i> , wooden barque.	312 "
<i>Hermione</i> , iron ship.	383 "
<i>Jessica</i> , iron barque.	546 "
<i>Juliet</i> , iron ship.	1,243 "

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<i>Miranda</i> , wooden barque.	314 tons
<i>Oberon</i> , iron ship.	1,181 "
<i>Ophelia</i> , iron ship.	1,184 "
<i>Portia</i> , wooden brigantine.	197 "
<i>Romeo</i> , iron barque.	641 "
<i>Titania</i> , wooden barque.	220 "
<i>Viola</i> , iron barque.	595 "

Thus, within the comparatively small span of twelve years, the total ship-tonnage owned by the partners in Liverpool had increased fourfold, and the fleet of small vessels operated by Bowring Brothers at Newfoundland showed a similar increase:

<i>Ann</i> .	41 tons.	<i>Margaret Jane</i> .	28 tons.
<i>Clara</i> .	25 "	<i>Mary Carter</i> .	40 "
<i>Dundannah</i> .	72 "	<i>Mic Mac</i> .	67 "
<i>Electra</i> .	154 "	<i>Minotaur</i> .	48 "
<i>Example</i> .	36 "	<i>Native Lass</i> .	20 "
<i>Fanny Bloomer</i> .	126 "	<i>New Era</i> .	55 "
<i>Hawk</i> , s.s.	173 "	<i>Primrose</i> .	39 "
<i>Isabelle</i> .	140 "	<i>Rise and Go</i> .	46 "
<i>Jabez</i> .	53 "	<i>Sarah Ann</i> .	130 "
<i>Lady Jane</i> .	53 "	<i>Stranger</i> .	73 "
<i>Leah</i> .	23 "	<i>Two Sisters</i> .	32 "

The wooden barque *Imogene* in 1870 carried the guns and other ordnance from the dismantled forts, etc., at St. John's, after the evacuation of the English garrison there, and she made the passage from Newfoundland to Woolwich in the record time of fourteen days. This vessel had many swift runs to her credit, but her longest round voyage, extending from 1872 to 1874, was:

Liverpool to St. John's, N.F.	with general merchandise.
St. John's to Pernambuco	" codfish.
Pernambuco to New York	" sugar.

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New York to Capetown	with general cargo.
Capetown to Colombo	„ general cargo.
Colombo to New York	„ coffee, oils, and yarn.
New York to Glasgow	„ tar and turpentine.

Whilst under command of Captain R. Spence, in 1877, she was burnt at sea, off Rocca, near the Rio Grande.

In 1871 the new wooden steamer *Eagle*, 373 tons, built at Dundee, was placed into commission by Bowring Brothers and despatched, under Captain William Jackman, to the seal fishery. She made three trips to the ice, bringing a total catch of 27,553 seals, and thenceforward this stout ship was similarly engaged each year until lost, on April 1st, 1893, during a whaling venture in the Davies Straits. Between seasons, both the *Eagle* and the *Hawk* found employment between Liverpool, Newfoundland, and New York, bringing from America cargoes of wheat, lard, and oil, and loading outwards immediately with general merchandise for Newfoundland. It was in the little steamer *Hawk* that Mr. Charles W. Bowring (eldest son of Charles Bowring) came to England, at three months of age, "accommodated in the upper drawer of the Captain's bureau."

At New York, Thomas Benjamin Bowring, son of Edward Bowring, took over the duties of his cousin, William B. Bowring, and became a life member of the St. George's Society in that city. On September 18th, 1867, Harriet Jane, third daughter of C. T. Bowring, married John Wimble, of Richmond, Surrey, at Hope Street Church, Liverpool. Her son, John Bowring Wimble, who became a director of C. T. Bowring & Company, Limited, was knighted for services rendered during the European War.

In 1872, the iron barques *Viola* and *Jessica* were chartered to the Black Star Line on the Liverpool-Adelaide run, while the *Romeo*, *Britomart*, and *Cordelia* sailed for the White Star Line to the west coast of South America, and the ships *Juliet* and *Ophelia* found employment with



SIR FREDERICK CHARLES BOWRING, D.L., J.P., 1857-1936



HIS FOUR SONS

Marwood's "Liverpool" Line to Melbourne, of which the undernoted is a contemporary sailing notice:

LIVERPOOL LINE OF PACKETS TO AUSTRALIA.

PACKET for 5th DECEMBER.

For MELBOURNE.

Conveying passengers to ADELAIDE, GEELONG, SYDNEY, HOBART TOWN and LAUNCESTON.

The splendid iron clipper ship

OPHELIA,

Captain Strickland.

1,184 tons register; this beautiful vessel was built on the Clyde, under special survey, and is of the highest class at Lloyd's. She has just arrived from New York after making one of the fastest passages of the season and has excellent accommodation for all classes of passengers. As only a limited number will be taken, immediate application is necessary. For freight or passage, apply to

THOMAS MARWOOD & CO.
15 Water Street.

Her sister-ship, the *Oberon*, Captain Henry Towill, had just arrived also at Liverpool from New York with 39,472 bushels of corn, 15,471 bushels of wheat, 707 bales of cottons and 120 sticks of lignum vitæ. She was a pretty ship, and, although not so fast as the *Ophelia* and others of the Bowring fleet, sailed well with a strong breeze. In light winds, however (to use the words of Captain Harvey), "anything could pass her."

On May 2nd, 1872, the little brig *Titania* was advertised for sale. This well-found vessel, twenty-two years previously the largest Bowring ship, had been continuously employed, and proved a favourite in the Newfoundland trade. In the same year the Liverpool offices were moved to Tithebarn Street, and the firm now placed orders with Cox, of Bridport, for the construction of three wooden brigan-tines, the *Ariel*, 112 tons, the *Harriet*, 257 tons, and the *Titania*, 265 tons, all for employment in the fish-carrying

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trade. At Newfoundland that year the steamer *Eagle* made three trips to the ice-fields, bringing in 39,380 seals, valued at £23,000.

Edward Bowring, who had retired from the Newfoundland business a few years previously and settled in the south country, died at East Molesey, Surrey, on February 10th, 1873, and was buried at the Unitarian chapel graveyard in Moretonhampstead. His son, Henry Edward Bowring, established the firm of Bowring & Jamieson, ship and insurance brokers, at 17 Fenchurch Street, London. In this he was joined later by the fourth son of C. T. Bowring – George Edward, who became an underwriting member of Lloyd's. The name "George Bowring" is still used by the crier at Lloyd's when any member of the firm is inquired for.

During the early eighteen-seventies, Bowring & Archibald began to ship cargoes of naphtha and petroleum from New York to the United Kingdom, where the Bowring firm at London and Liverpool became pioneers in the trade. The following early importations into Liverpool deserve to be recorded:

18 Sep., 1873.	<i>New Era</i> ,	314 tons.	1,824	barrels	naphtha.
5 Feb., 1874.	<i>Celia</i> ,	329 "	2,015	"	petroleum.
17 Jan., 1875.	<i>Ingulf</i> ,	365 "	2,190	"	refined petroleum.

C. T. Bowring's third son, Henry, who had settled at New York, was married in 1873 to Miss Lizzie Thurston, daughter of Judge Thurston of that city; and at Liverpool his sister, Fanny Harvey Bowring, married Hugh Mulleneux at Hope Street Church on August 13th, 1873.

In March 1874 the iron barque *Romeo* loaded on the White Star berth for Valparaiso and other ports on that coast, while the *Jessica* sailed under the same flag for Yokohama. The Bowring ships at this period were among the most notable of the Australian wool clippers. At Brisbane, in 1875, the *Ophelia* and the *Romeo* lay side by side during the annual regatta, when a boat from the *Romeo* won the

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principal event. "*Romeo*," said an onlooker, "was spick and span, yards all trimmed to an inch, all paint and brasswork polished up as if of the Royal Navy, three trucks of gold resplendent in the sun, a Liverpool ship under Bowring ownership; and I think that all old-timers who read this will agree that a Liverpool ship of those days would always bear comparison in every way with the ships of other ports."

The firm now placed orders for larger vessels, and 1875 saw the launch of the iron ship *Othello*, 1,514 tons, from the yard of Thomas Royden & Sons, Liverpool. She measured 233.6 feet by 37.8 feet by 22.7 feet, and was the first full-rigged ship to carry a stump topgallant sail, but this innovation was so criticised by old sailors that on her next voyage she appeared with royals and a mainsail.

From the yard of W. H. Potter & Son, Liverpool, the iron ship *Desdemona*, 1,540 tons, was launched in the same year. Both vessels remained under Bowring ownership until sold in 1899. They proved fast sailers, and were frequently engaged in the freight and passenger trade to Australia and the Pacific. An addition to the smaller craft was also made in 1875, when the wooden brigantine *Silvia*, 113 tons, was built at Bridport. This little vessel was considered the fastest among the Bowring ships, and many remarkable Atlantic passages accrued to her credit. She served her owners valuably, and the following is a note of her movements between June 1885 and June 1886, which indicates her sailing qualities:

Bristol to St. John's, N.F.	23 days.
St. John's to Oporto.	16 "
Oporto to St. John's.	17 "
Oporto to St. John's.	19 "
St. John's to Oporto.	19 "
Gibraltar to Malaga.	9 "
Malaga to Cadiz.	1 day.
Cadiz to St. John's.	22 days.
St. John's to Oporto.	27 "

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In 1875, Mr. (now Sir) Edgar Rennie Bowring proceeded to join Bowring Brothers at St. John's, where, on the death of Charles Bowring fifteen years later, he took over the management of the Newfoundland firm. Bowring Brothers secured the Newfoundland Government's mail contract in 1876, and placed orders with W. H. Potter & Co., of Liverpool, for the construction of two composite screw steamers, the *Curlew* and *Plover*, specially equipped to contend with the hazards of carrying mails north, south, and west of St. John's. They were 163 feet long, 24 feet beam, and 19 feet depth, with a gross tonnage of 473 tons. To combat ice conditions, they were doubled with greenheart planking from the light to the load line and fitted with galvanised iron plating at the bows. Both vessels had an awning fore and aft, and were fitted with steam winches and patent windlass. Their speed was ten and three-quarter knots, and they were engined by Taylor, of Birkenhead, to the specification of Cooke & Mylchreest, the designers. Each was fitted with accommodation for first- and second-class passengers. The *Curlew* was launched on February 17th, 1877, from the Queen's Dock slipway by Miss Bowring, and a month later proceeded on a very satisfactory trial trip. She was followed by the *Plover* from the same yard, and both vessels remained in the firm's coastal services at Newfoundland for some twenty years.

On June 21st, 1876, the iron barque (originally ship-rigged) *Hermione*, the firm's oldest iron vessel, was offered for sale at Kellock's shipping sale-rooms, Liverpool. For twenty-three years she had been employed almost continuously in the Liverpool-Brazil-Newfoundland trade, and was considered a beautiful model, with many fast voyages among her achievements.

During heavy weather on August 1st, 1878, the ship *Juliet*, while on a voyage from London to San Francisco, was driven ashore on one of the Cape Horn islands. The crew of

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twenty-six had no time in which to save their effects, and took refuge in the rigging, where they remained for fourteen hours, returning to the wreck when the weather had calmed. A boat was made ready for launching, but was dashed to pieces against the ship's side. A second boat suffered a similar fate. The crew now prepared to clear away the forward boat. As they proceeded to carry out this order, one of the apprentices, struck by a heavy wave, was washed overboard. He caught hold of a rope, but before assistance could reach him a second wave carried him away and he was seen no more. Yet a third boat was shattered by the seas. Everything now depended upon the launch of the fourth boat, which proved successful, and the crew cleared the ship safely. After about three hours in the open boat, they fell in with the German brig *Thetis*, a vessel which had passed them whilst they were clinging to the rigging of the *Juliet*. She also had been carried inland by strong currents, and narrowly escaped the fate of the *Juliet*, whose crew were most fortunate in being thus saved from the tragic end of many a ship's company wrecked on the barren coast of Cape Horn.

A few months later the brigantine *Titania* was lost on North Rock, County Down, and at an inquiry held at Liverpool the master was held to blame for careless navigation, and his certificate suspended for six months. The brigantine *Spark*, 197 tons, and the schooner *Fruit Girl*, 86 tons, were purchased about this time. These also demonstrated an aptitude for speedy passages. *Fruit Girl*, indeed, is described as having sailed "like a witch," accomplishing on one occasion a record passage of nineteen days from Bowring's wharf at St. John's to Pernambuco; while the little *Spark*, in 1883, crossed the western ocean from Newfoundland to London in sixteen days. During those years, while the smaller vessels applied themselves to the Newfoundland fish trade with the United Kingdom, the Mediterranean, and Brazil, the iron ships conducted a world

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trade, the *Ophelia* and *Oberon* being favourites in the Liverpool-Calcutta service. The largest ships – *Othello* and *Desdemona* – found constant employment in the Australian passenger trade, and the following notices from contemporary newspapers indicate the movements of the firm's iron barques:

June 18th, 1879.

First vessel. For HONOLULU (H.I.)
and PORTLAND (Oregon).
BLUE DIAMOND LINE.

The iron clipper Barque,
VIOLA.

595 tons register, AA1 at Lloyd's. This fine vessel now loading in Prince's Dock will be promptly despatched. For Freight, etc., apply to

JOHN HAY & COMPANY,
26 Drury Buildings, Liverpool.

August 20th, 1879.

With immediate despatch – for NEW YORK.

The splendid first-class Iron Ship
ROMEO.

David Berry, Commander.

Register, 663 tons. Liverpool-built and classed AA1 at Lloyd's. Apply to Messrs. C. T. BOWRING & CO. or to Francis Boulton & Co.

4 Irwell Chambers, 9 Union Street.

CHAPTER IV

A THIRD GENERATION

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IN 1880, C. T. Bowring & Company ordered their first steamship designed for trans-ocean service. Built by Raylton, Dixon & Company, Middlesbrough, the *Titania* registered 2,436 tons gross and 1,272 tons nett, measuring 285 feet length, 36 feet breadth, and 24.6 feet depth. Commanded by Captain W. Williams, she was placed on a regular service, which became known as the Red Cross Line, between Newcastle-on-Tyne (where Henry Bowring, third son of C. T. Bowring, had opened an office as Bowring & Angier, which later became Henry Bowring & Company) and New York, and in 1881 the same builders launched a sister-ship, the *Juliet*. As customary in those days, each vessel was nominally owned by a single-ship limited liability company, and the following is a typical memorandum of registration:

JULIET STEAMSHIP COMPANY LIMITED.

Registered 11th June, 1881, with a capital of £20,000 in £1 shares, to acquire the steamship *Juliet*. The subscribers, who take one share each, are: C. T. Bowring, 25 Castle Street, merchant; W. B. Bowring, 25 Castle Street, merchant; E. Bowring, 25 Castle Street, clerk; J. Congdon, 5 Newstead Road, Liverpool, master mariner; J. S. Wellings, 25 Castle Street, clerk; Messrs. C. T. Bowring & Co. are appointed managers.

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Captain Williams was transferred to the *Juliet*, and Captain Charles O'Neill took command of the *Titania*, which sailed from New York on January 22nd, 1882, with a cargo of provisions and a crew of forty, for Newcastle, but was never again spoken. At an inquiry held on July 4th, the vessel was found to have been perfectly seaworthy and not overladen when leaving New York, and no evidence could be given as to the cause of her loss. Another casualty to the Bowring fleet in the same year was the wreck of the barque *Romeo* on February 14th between Cape Everard and Ram Head, and the master, for carelessly navigating his vessel, was held to blame, his certificate being suspended for six months.

Early in 1882 the barquentine *Ulster*, 283 tons, was purchased. Built at Belfast in 1879, she measured 128.7 feet length by 27.8 feet beam and 12.9 feet depth, and proved a useful vessel in the Newfoundland trade. In 1883 she made the passage from Liverpool to Newfoundland in seventeen days, and later performed the round trip from the Mersey to Newfoundland and back within sixty days. In the same year, the Colonial-built barque *Slieve Bloom* was purchased. This vessel of 815 tons was constructed in 1867, and at the time of her sale was advertised as being "classed 3-3rds L11 Bureau Veritas in 1880, when she had 3,000 locust-tree nails driven from lower deck to bilge." She found employment in the conveyance of paraffin in barrels from the United States to the United Kingdom.

Cape Horn was the scene of another grim toll of the fleet in February 1883, when the iron barque *Jessica*, from Talcahuano for the Channel for orders, with a cargo of wheat on account of Messrs. Graham & Rowe, encountered a terrific hurricane and had to be abandoned. The crew were landed at the Falkland Islands, where a court of inquiry exonerated the master, W. F. Sergeant, from all blame. Those were days when the great wheat fleet raced each year

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from the Pacific coast of America to the granaries of the Mersey and the Thames and in the autumn of 1883 the iron ship *Othello* left San Francisco for Liverpool with 48,851 centals of wheat, valued at £83,046, followed a month later by the barque *Cordelia* with 20,228 centals, valued at £32,264. For years afterwards, the graceful and well-found ships of the Bowring fleet were to be found among the wheat-carriers.

To replace the steamship *Titania*, the firm ordered from Raylton, Dixon & Company a new vessel, the *Romeo*, 1,483 tons, and in 1883 she was placed on the Red Cross Line berth to New York. She was followed by the *Miranda*, 1,156 tons gross, launched by Miss Bowring on May 24th, 1884, at the Neptune Works of Wigham Richardson & Company. The *Miranda* measured 220 feet length by 31 feet by 23.6 depth to the spar deck, and was the first of two steamers ordered with a view to operating a service between Newfoundland and New York. A contemporary Press notice ran: "For some time a great want has been felt for a service between those two important points, and the *Miranda* will be the pioneer vessel of the New York and Newfoundland Shipping Company to meet this want. She was designed and is being completed under the supervision of Mr. Gilbert S. Goodwin, and will be replete with all the luxurious comfort of the very first class. She has also steam winches, steam windlass, steam steering-gear, and, in fact, every modern appliance for the safe and speedy navigation of a passenger vessel." A month later her sister-ship, the *Portia*, was launched from the same yard by Mrs. Henry Bowring, of Newcastle-on-Tyne. Both ships were admired for their fine lines and proportions. Thus was established the Red Cross Line service connecting Newfoundland, Halifax, and New York – a freight and passenger route regularly maintained by the firm for almost fifty years, until sold to the Furness Line in 1928.

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For their transatlantic services, C. T. Bowring & Company ordered from Raylton, Dixon & Company, Middlesbrough, a steamer of 2,346 tons gross, the *Capulet*, launched in 1884. She remained in commission until wrecked at Marine Cove, St. Shott's, Newfoundland, on June 22nd, 1899, while on passage from Halifax to Liverpool with passengers and mail. Her master, W. H. Eills, who had had some thirty years of steamship command, was held to blame for the loss, but, in view of the resource with which he had safely landed both passengers and crew after the accident, the court recommended that there should be no interference with his certificate. The year 1884 brought another maritime loss. After leaving Newcastle, New South Wales, with a cargo of coal and general merchandise for San Francisco, the iron barque *Oberon* was found to be on fire in the Pacific Ocean on August 26th and abandoned in flames on the following day. Fortunately, the barque *Lord Clyde* came to her assistance, and the crew were saved. A naval court held at Valparaiso found that the master was justified in abandoning ship, and that duplicates of certificates (lost with the ship) were to be issued to the captain, R. H. Harvey, the mate, H. Griffith, and the second mate, Ernest Cox. Cox, after long service afloat, became marine superintendent at the London office of C. T. Bowring & Company.

The firm's senior partner, Charles Tricks Bowring, died peacefully at Liverpool on September 23rd, 1885, at the age of seventy-seven years. Though always maintaining an interested touch with the business, he had been slightly invalided for a long time. His life had been full and rich, not only from his own point of view, but from that of other people. For nearly fifty years resident in Liverpool, he had been one of its most prominent citizens. At an early age, as we have seen, he had secured a leading position as a ship-owner and merchant; and when, by exertion, sound judgment, and business aptitude, he had placed himself in an

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opulent position, he devoted his leisure hours to public service. He was no orator, but essentially of practical and prudent action. At a time when the Liverpool Corporation Health Committee found itself confronted with rapidly multiplying responsibilities, he was chosen as its chairman. Under his regime were effected perhaps the most important local sanitary improvements of the nineteenth century. In spite of sustained and uncompromising opposition from property-owners, water-closets were introduced into small dwellings, the vile rookeries of Pitt Street and kindred thoroughfares were swept away. Narrow courts, dark alleys, and by-ways which disgraced the leading seaport of the world were boldly supplanted by fine new thoroughfares such as Victoria Street. In the Finance Committee, too, he contributed shrewd counsel to the affairs of the town, and his decisions as a magistrate were never challenged. Had he not been a pronounced Liberal he would have become Mayor of Liverpool; as it was, party spirit prevented him from receiving so well merited an honour, and when, in 1877, he completed twenty-one years of service, the rate-payers of that ward held in his honour, at the Adelphi Hotel, Liverpool, a largely attended banquet.

His business abilities can be gauged from the steady growth of the firm of which he was head for forty years, and also from the loyalty of the other senior partners, his brothers, a loyalty which speaks volumes for the sterling character of the eldest. He was of high intelligence, with the keenest sense of honour, a scholarly mind, and of impartial judgment, bringing all these qualities to bear in his relationships, whether public or commercial; and his forbearing and broad sympathies must have been highly esteemed by his contemporaries. In private life, Charles T. Bowring was greatly loved. Just to all, in his family relationships he was blessed. He had been privileged to celebrate his golden wedding, and, though he had ten children, death never

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visited his house throughout his long life. He was buried at the Necropolis Cemetery, Liverpool, where his father, Benjamin, had been laid to rest forty years previously, and among those present at the funeral were his two brothers: Henry Price Bowring and John Bowring: his sons, William Benjamin, Henry, and George Edward Bowring: and his two sons-in-law, G. B. Windeler, and H. Mulleneux. A memorial window was placed in Hope Street Church, Liverpool, by his widow and children, and many elderly citizens of the Merseyside port still retain memories of the reputation of this exemplary citizen, of whom they speak with a reverence seldom evinced for any townsman after the lapse of so many years.

The senior partnership now devolved upon John Bowring, youngest son of the founder, but unfortunately his active personality was soon lost to the firm, for on June 11th, 1886, he passed away at his residence, Terra Nova – a mansion in Liverpool's most amenable suburb still retained by the Bowring family. William Benjamin Bowring, eldest son of C. T. Bowring, now became head of the firm at Liverpool. In Newfoundland, the business of Bowring Brothers was managed by Charles, second son of C. T. Bowring, assisted by his cousin, Edgar R. (afterwards Sir Edgar) Bowring. The London branch continued to be managed by George Edward Bowring, and at New York the senior partner of Bowring & Archibald was Thomas Benjamin Bowring.

In 1886, the new steamer *Juliet*, from Cardiff to New Orleans with a cargo of railroad iron, was carried ashore on the Bahamas, on a coral reef known as the Gingerbread Shoal. The weather being fine, every effort was made to get the vessel off, the crew remaining on board for three days, throwing cargo overboard to lighten her. About three hundred tons weight were thus jettisoned, but the rock, meanwhile, had pierced the vessel's hull, until the bottom

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was literally crushed in. She then filled, and the crew took to the boats, reaching one of the islands of the Bahamas group, twenty-seven miles distant. There they obtained the services of a schooner to take them to Nassau, and they arrived at Liverpool a month afterwards.

The new steamer *Romeo*, Captain W. Williams, was put on the Red Cross Line berth from Liverpool to New York in 1886 as undernoted:

STEAM TO NEW YORK.

To close 16th instant.

For New York.

The splendid full powered and fast steamer

ROMEO.

Register 2,279 tons gross. 1,483 tons nett and classed 100 A1 at Lloyd's. Apply to Messrs. C. T. BOWRING & CO., or to Francis Boulton & Co.

City Buildings, 23 Oldhall Street.

During the next year, the wooden barque *Slieve Bloom*, 816 tons, after arriving at Liverpool with a cargo of paraffin from New York was sold to Scandinavian owners and renamed *Freya*. The firm also purchased the schooner *Strathendrick*, 189 tons, built at Troon in 1882, which they renamed *Dunure*.

In 1887 the steamer *Tafna*, 2,231 tons, was launched at South Shields and placed under command of Captain W. Williams. The steamships *Capulet* and *Romeo* continued on service between the United States and the United Kingdom. A year later the London branch of the firm ordered from Raylton, Dixon & Company the steamship *Guy Colin*, 2,234 tons, while the Liverpool office put into commission a new steamship, the *Avalon*, 2,083 tons, launched at Newcastle-on-Tyne, for employment in the American cotton trade:

BENJAMIN BOWRING

BLACK STAR LINE OF STEAMERS.

For GALVESTON.

Taking goods at through rates for BRAZOS and interior points in Texas, New Mexico, Arizona, &c.

The Screw Steamer

AVALON.

Will sail on the 10th August. For freight and passage apply to Messrs. Culliford, Clark & Co., London and Liverpool, or to

JOHN BOOTLE,

Chapel Chambers North, Chapel Street,
Liverpool.

To operate this vessel, the Avalon Steamship Company Limited was formed, with a capital of £25,000, the first subscribers being:

Wm. B. Bowring, merchant, 6 Water Street.

Henry Bowring, shipowner, Sandhill, Newcastle-on-Tyne.

Edgar Rennie Bowring, merchant, St. John's, Newfoundland.

W. G. Band, shipowner, 6 Water Street, Liverpool.

L. B. Stoddart, shipowner, 6 Water Street, Liverpool.

F. H. Aumonier, clerk, 6 Water Street, Liverpool.

Henry Alfred Bowring, clerk, 6 Water Street, Liverpool.

The iron ship *Ophelia*, 1,184 tons, after being in commission for twenty-five years, was sold in 1889, and the firm's largest square-rigged ships were now the *Cordelia*, 598 tons, *Desdemona*, 1,490 tons, *Glenfinlas*, 2,148 tons, *Glenorchy*, 2,149, *Othello*, 1,450 tons, and *Viola*, 595 tons. These fine vessels covered the seven seas and provided a wonderful sea experience for the apprentices which they carried – young men who later were to navigate, in most parts of the world, Bowring steamships of much larger dimensions. Of a sailor's life during the 1890's some glimpses are afforded in an account by one of the crew of the *Othello*. She was then commanded by Captain J. H. Price and carried first and second officers, four apprentices, a boatswain, sailmaker, carpenter, fourteen able seamen, two ordinary seamen, a

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steward, and a cook, together with two passengers bound for Australia. Here is an old salt's description of the voyage:

Most of the crew, as usual in those days, were incapable of doing their best for some time. Two or three were best in their bunks. Getting out into the river [Mersey] in tow of the *Brilliant Star*, we found a strong westerly wind blowing, and getting out the jib-boom was rather a wet and difficult job. The men's quarters were under the forecastle head; here also was the capstan, and the cables ran the length of the forecastle. The hawse holes, of course, had to be freed, and we soon found that there was trouble brewing there, for opposite New Brighton the bottom bunks had been washed out, our chests and other gear piled against the after bulkhead, and we were just in time to pull Belfast [an Irish seaman] from under the starboard after bunk, where he was jammed by bags and bedding, mostly under water. He was really in a bad state. One of the outbound ships astern of us lost a man off the bowsprit. Nothing of interest happened during our run down to the Line, but two or three young fellows had to be initiated into Father Neptune's mysterious domain and this ceremony was duly carried out, the passengers paying forfeit, but not in the popular and approved way.

The *Othello* was not a fast ship by any means, but she made some good passages, and when we got down to the Roaring Forties what eagerness there was to know what she was doing! The best I can remember was under fourteen knots. The captain was a member of a research society and took the water temperature every watch from the North Atlantic to Port Philip Heads. We forward said he was looking for ice in the tropics! He also had two or three instruments screwed into the cabin bulkheads under the poop-deck. A section of the fore-hatch was off in fine weather for ventilating, but put on at night time. Some of the men went exploring down the hold and soon earthenware mugs, plates, blankets and boots began to make their appearance in the forecastle. A conference was held, and those who had been broaching the cargo gave their word that no liquor, if it could be got at, was to be touched, under a penalty of being reported, although the cargo broachers reported having discovered some. Our cargo consisted mainly of Australian government stores, with something like 800 tons of railway lines on the bottom. Fine weather and fair winds soon carried us well south of the Cape. Captain Price believed in getting well south to run his eastings down, and before long orders were given to the look-outs for ice. It is all very well for "movie stars," acting in picture stories and incidents of sea life, but they cannot come up to the realities of that life. For instance, one evening when it was dusk, I

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remember, the ship running very heavily under foresail and topsail, orders came to unfurl the foresail, and we all thought it was about time too, as we were expecting to see something carried away at any time. And it was at this very moment that we found the lee fore clewgarnet flying about the foremast. "A handhook on the clewgarnet!" Yes; but the clew was under water every other minute or so, and one had to hang on to the foresheet to hook it on and, of course, they were clip-hooks. With the end of the line fastened round my body, and attended to by Mr. Johnson, the mate, and the bo'sun William Williams, your humble executed this little job. Only sailor-men can picture this occurrence and they were common in the days of sail.

Here is another picture, getting well away towards the Australian coast. We had had a few days of fine weather, with the opportunity of getting some of our bedding and clothing dried, and were now able to remove our outside clothing before turning in on our watch below. It was in the middle watch, and all were enjoying a good sleep when, thumping the deck and shouting "All hands save sail!" the second mate, Mr. Harvey, stood in the forecastle, telling us there was no time for dressing. Out we jumped, and what a change since turning in! We were under d'gan-sail and courses, some sails had split, halyards had been let go, and there was an awful din overhead. Most of the watch that were below, like myself, had only their underclothing on, and now the wind was icy and accompanied by hailstones. I found myself on the main upper topsail yard, saving what we could of the sail, my shirt blown over my head, and hailstones battering my bare back. Arriving off Port Phillip Heads, we picked up the pilot and dropped anchor at Williamstown, after a good passage of ninety odd days.

From these reminiscences of the daily routine on board the "windjammer" let us turn to a new type of vessel. In 1890 the Bear Creek Oil & Shipping Company Limited was registered, with C. T. Bowring & Company as managers, to operate the firm's first tank steamer, the *Bear Creek*, 2,411 tons, built in that year by Sir W. G. Armstrong, Mitchell & Company. She had a deadweight capacity of 3,500 tons and was constructed to the highest class in Bureau Veritas. The firm was thus a pioneer in this country of the oil tank steamer. As far back as 1867, William B. Bowring, when in New York, foresaw and appreciated the value of the petroleum industry, then in its infancy. Within twenty

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years, C. T. Bowring & Company became one of the largest transporters of American petroleum, which was imported in barrels into Liverpool, London, and Cardiff. For years America had the monopoly of this trade, and her immense wealth of timber enabled her to make cheap barrels for conveyance of the oil; but the discovery and development of petroleum in Russia and elsewhere introduced serious competition. Russia, however, did not possess timber suitable for its carriage to the consuming countries, but the tank steamer was resourcefully evolved and brought petroleum in bulk to England. For a few years Continental ship-owners experimented with this type of vessel, but it was left to British owners to establish the tanker – as she is now designated – as a substantial and permanent feature of the merchant navy. Competition long continued between Russian petroleum in bulk and the American product in barrels, but eventually bulk transport became universal. Meanwhile, the problem of shore storage in bulk had also to be faced, and it is therefore not surprising to note that, in 1889, William B. Bowring, as a member of the Liverpool Petroleum Committee of the Mersey Docks and Harbour Board, took a prominent part in securing erection of six petroleum installations at the Herculaneum Dock, Liverpool. His brother, George Edward Bowring, was equally active in the petroleum trade at London, where the firm (now housed at 50 and 51 Lime Street) occupied a leading position in the business, being the proprietors of the St. Leonard's Wharf Company. An office was opened, also, at Cardiff. It was in 1887 that Jacobs and Barringer (now Messrs. Jacobs, Barringer and Garratt) first became the firm's consulting engineers in connection with management of tank steamers.

The first Bowring tanker, unfortunately, was not long in commission. In 1892, whilst on voyage from Amsterdam to Philadelphia in ballast, under command of Captain

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G. Rhynas, she met heavy weather, and had to be abandoned in mid-Atlantic. An inquiry, held at Liverpool, disclosed that the vessel originally began to leak when rivets started as a result of the ship's straining in heavy seas, and that afterwards a series of accidents contributed to her ultimate abandonment. The inquiry aroused general concern, as the idea of rivets starting in that manner in a comparatively new steamer was not comforting to people interested in the development of the bulk oil trade. Such early difficulties, however, were soon transcended, and, as experience widened, oil-carriers were steadily improved.

The year 1890 witnessed the death of Charles Bowring, senior partner in Newfoundland, who, in the management of Bowring Brothers, was succeeded by his cousin, Edgar Rennie Bowring. In the same year, Mrs. Harriet Bowring, widow of C. T. Bowring, died at Liverpool.

On July 28th, 1890, the undernoted announcement appeared in the newspapers:

On Thursday, 7th August, at One o'clock (gun time) at the Sale Room, Exchange Building, Rumford Street, Liverpool (unless previously disposed of by private treaty)

The handsome British-built Brigantine

SILVIA,

120 tons gross and 113 tons nett register. Length 90-3/10ths. Breadth 21-3/10ths. Depth 10-6/10ths. Built by Cox under special survey at Bridport in 1875 and then classed A1 for 12 years at Lloyd's. Was continued in A1 for 8 years in 1887, when she was newly metalled. Fore and mainmasts, rigging and spars have all been renewed within the last few years. Carries about 180 tons dead weight on a light draught, requires no ballast and will take the ground. Lying in the George's Dock. For further particulars apply to

JOHN HUGHES & CO.

Shipping Salesmen, Auctioneers and Valuers,
13 Tower Building, Old Churchyard.

This little vessel, however, was withdrawn a few days later and sold privately. She was the last of the firm's Bridport-built "white wings," and their fleet of fish-carriers now

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consisted of the *Ulster*, *Imogene*, *Vidonia*, *Dunure*, and *May Cory*. The first-named was lost in 1892, having sailed from Newfoundland on January 22nd with a load of fish for Liverpool and being never again spoken.

In September 1890 the London office lost by death at Saxonbury, Surbiton, George Edward Bowring. His cousin, Thomas B. Bowring, became senior partner at London, and during the same year a member of Lloyd's. His duties at New York were taken over by Lawrence B. Stoddart, a grandson of C. T. Bowring, and a present director of C. T. Bowring & Company, Limited. In 1891, Henry Alfred Bowring, son of John Bowring, after considerable experience of commercial duties at the Liverpool office, proceeded to Newfoundland to assist his brother Edgar in the management of Bowring Brothers, while William B. Bowring, at Liverpool, found a most energetic assistant in Frederick Charles (afterwards Sir Frederick) Bowring, who had returned from New York on the death of his father, John Bowring.

During the second week of July 1892 the Liverpool office received news of a disastrous fire at St. John's, Newfoundland. This broke out on Friday, July 8th, at four o'clock in the afternoon, and continued until nine o'clock the following morning. Commencing on the east side of the town and fanned by a strong wind which had followed a month's drought, the flames soon stretched across to the congested warehouses of Water Street and the business centre. This main street was entirely destroyed, and the piers and wharves, too, were burnt out. Soon the fire involved the whole town, until nothing was left but "tottering walls and chimnies." Some ten thousand people were rendered homeless, and the total damage was estimated at twenty million dollars. Food supplies were found to cover ten days only, but relief funds were immediately opened in Canada, New York, and England, and fortunately a supply was despatched instantly from Canada, the nearest. At Liverpool, William B.

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Bowring and T. R. Job were appointed honorary secretaries to a committee which quickly raised a thousand pounds. At a town's meeting held on July 13th, W. B. Bowring said: "We all felt glad that the Mayor had acted so promptly and generously in this matter as to call us together at once to show sympathy in what is the most terrible matter which has occurred in the Empire for many years. I hold in my hand a cablegram from Sir William Whiteway, premier of Newfoundland, and I can say that the accounts in the newspapers are not exaggerated. At four o'clock on the afternoon of the 8th July, in a small square surrounded by little wooden tenements, there began a fire which was fanned by a furious gale, and it swept over two-thirds of the ancient city of St. John's. It burned down many thousands of houses, and between 7,000 and 10,000 people are rendered homeless, very large numbers escaping only with the clothes on their backs at the time. The estimated loss was 12,000,000 dollars. We are not pleading for the mercantile community, many of whom have been carrying on business there for two or three generations, because fortunately in a great many cases their losses have been provided for by insurance, but we plead for the unfortunate labourers and men whose only resources were in their immediate furniture and household effects, and whose means of livelihood have been taken away. These men are also destitute, and whatever is to be done for them must be done at once. The cathedral which has been burnt down was one of the finest structures in North America, and had taken some fifty or sixty years to complete, and, unfortunately, a number of the people had taken their effects into this building and all had been destroyed." This appeal was successful, and on July 20th Mr. T. R. Job proceeded to St. John's to distribute personally the first contributions to deserving sufferers. He sailed in the steamer *Barcelona*, whose owners and agents offered three hundred tons of freight space free for goods required for relief purposes.

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As in the 1846 fire, the premises occupied by Bowring Brothers were destroyed.

A calamity of farther-reaching effect visited the Colony in 1894, when the death of a commission agent in London disturbed the whole monetary system of Newfoundland. For forty years or so the Commercial Bank and the Union Bank had held the highest reputation in financial circles on both sides of the Atlantic, but large borrowings and indiscriminate loans in recent years had proved the rule rather than the exception, and such policy was bound to end disastrously. On Monday, December 10th, 1894, the two banks and the Savings Banks were compelled to suspend payments. The initial cause was the death of a partner in the firm of Prowse, Hall & Morris, London agents of those Newfoundland firms exporting fish to the European markets. This London firm declined to meet any further exchanges until their affairs had been investigated. Their bills were protested, and the banks made demands upon the Commercial Bank at St. John's, the drawer of the bills. Unable to meet these demands, the Commercial Bank fell back upon its mercantile customers. Neither could these respond; hence the Commercial Bank had to suspend operations. Their customers were thereupon forced to make assignments; and, so interwoven were the affairs of one establishment and another, nearly every business house in the Colony found itself crippled. In fact, the crash was general, and the Bowring firm alone remained unscathed.

Nine years previously, Charles Bowring, then senior partner of Bowring Brothers, a member of the legislative council and a director of the Commercial Bank, had found it necessary to protest against the prevailing extravagant policy of the bank in its relations to loans. His warnings went unheeded, but his conviction was so firm that, in 1885, he resigned from the directorate. At first his resignation was not accepted; but he forced its acceptance by selling his

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holdings in the bank and thus rendering himself ineligible for the directorate. The failure of the bank in 1894, four years after his death, vindicated his attitude; the pity is that his advice was not heeded at the time.

Panic immediately followed the closing of the banks. All business became dislocated; workmen were dismissed because there was not money to pay wages; and, to aggravate the situation, the Union Bank was pledged within a few weeks to pay in London the interest instalment on Newfoundland's public debt. Two million dollars' worth of fish lay stored in St. John's awaiting shipment, and without financial credit it was impossible to place this product on the market.

In such a crisis, the Bowring firm, backed by its English and American connections, remained sound. While one after another of their older-established neighbours tottered in the financial stress, Bowring Brothers issued their own monetary notes, in varying denominations. These were intended primarily for use among their own employees, but the credit of the firm was so good that they were accepted at face value at all stores and shops in Newfoundland, and remained in general circulation for a very considerable period. The promptitude with which Bowring Brothers faced up to the situation may be realised from the two-dollar note reproduced in this volume, dated December 10th, 1894, and the signature "Bowring Brothers" is in the handwriting of Sir Edgar Rennie Bowring, K.C.M.G., the present chairman of the firm, who was then senior partner at St. John's, and upon whose shoulders fell the responsibility of bringing the Newfoundland affairs of the firm successfully through two of the darkest periods (i.e. the 1892 fire and ensuing financial crisis) in the history of the Colony.

Meanwhile, in other spheres of its business operations, the Bowring firm braved the hazards of normal mercantile enterprise. During September 1893 the wooden steamer



By permission of Messrs. Wiggins, Teape and Alex. Pirie (Sales) Ltd

THE STEAM-SHIP "TERRA NOVA," BUILT AT DUNDEE, 1884

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Eagle was lost while on a whaling expedition in the Arctic; and twelve months later the wooden steamer *Falcon*, 458 tons, sailed from Philadelphia with a cargo of coals for St. John's and was never heard of again. In August 1894 the Red Cross liner *Miranda* was lost in the North Atlantic whilst carrying a party from New York to Greenland; and the steamer *Benisaf*, 1,934 tons, managed by the London office of C. T. Bowring & Company, was wrecked in December 1894 at Bonavista Bay when freighting a cargo of pyrites from Pilley's Island to New York.

New tonnage was now ordered by the London office, the steamer *Huelva*, 2,542 tons, being built by Readhead, of South Shields, in 1894, followed by the *Adra*, 2,794 tons, and the *Murcia*, 2,644 tons, from the same yard. The Liverpool management ordered for the Bear Creek Oil & Shipping Company, Limited, the tank steamer *Snowflake*, 2,741 tons, from Armstrong, Mitchell & Company, to replace the steamer *Bear Creek*.

In 1896, the steamship *Capulet* was placed on the Red Cross Line berth from Liverpool to St. John's, Newfoundland, and the following is a typical sailing notice:

DIRECT STEAM to
ST. JOHN'S, N.F., and HALIFAX, N.S.

CANADA AND NEWFOUNDLAND STEAMSHIP
LINE.

The undernoted steamship, with First Class passenger accommodation, will be despatched as follows:

CAPULET,

from Liverpool on or about 11th April for St. John's N.F. and Halifax N.S. Taking goods at through rates to all principal places in Newfoundland and Nova Scotia. For freight and other particulars, apply to

C. T. BOWRING & CO., 18 Water Street, Liverpool.
J. J. LANGLEY, Bank Chambers, Cook Street, Liverpool.
C. T. BOWRING & CO., 50 and 51 Lime Street, London.
DONALDSON BROTHERS, 165 St. Vincent Street, Glasgow.

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As already recorded, the *Capulet* was wrecked at St. Shott's, Newfoundland, on her return voyage. In 1896, the London-managed steamship *Tafna*, 2,231 tons, also became a total loss; and twelve months later the stately four-masted ship *Glenfinlas*, 2,148 tons, sailed from Newcastle, New South Wales, with a cargo of coals for Manila and with a crew of thirty, but was never again spoken. Another casualty was the Red Cross liner *Portia*, wrecked on Big Fish Shoal in 1899 during a fog. The passengers and crew, with the exception of one boy, were safely put into the boats and eventually landed at Halifax.

By the close of the nineteenth century the Bowring firm's operations had become so extensive and varied that it would be impossible to continue recording them *seriatim*. This chronological record, therefore, may be terminated with a note of the registration, in 1899, of C. T. Bowring & Company, Limited, with a capital of £600,000, to acquire and carry on the business of merchants, shipowners, insurance and general brokers, etc., at Liverpool, London, and Cardiff as C. T. Bowring & Company, at New York as Bowring & Archibald, and in Newfoundland as Bowring Brothers. The first directors of the Company were:

William Benjamin Bowring.	18 Water Street, Liverpool.
Thomas Benjamin Bowring.	5 & 6 Billiter Avenue, London.
Frederick Charles Bowring.	18 Water Street, Liverpool.
Edgar Rennie Bowring.	Water Street, St. John's, N.F.
John Bowring Wimble.	5 & 6 Billiter Avenue, London.
Lawrence Bowring Stoddart.	9 Stone Street, New York.
Henry Alfred Bowring.	Water Street, St. John's, N.F.
Charles Warren Bowring.	18 Water Street, Liverpool.

It is interesting to note that the first-named was created a baronet, and the next four received knighthoods for public services rendered in their respective communities. Of the subscribing directors, five have passed away after devoted service to the great mercantile undertaking which the

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enterprise of their grandfather established a century previously. Three of the original directors remain: namely, the Honourable Sir Edgar R. Bowring, K.C.M.G. (Chairman), Lawrence Bowring Stoddart, and Charles Warren Bowring; and vacancies on the Board have been filled by other members of the family, and there is no lack of younger members ready to conduct the business on the sound principles laid down, in that memorable letter of March 19th, 1841, by the founder, Benjamin Bowring.

CHAPTER V

THE TWENTIETH CENTURY— A MERCANTILE HERITAGE

THE year 1900 thus found the Bowring firm established as one of the leading commercial undertakings in the United Kingdom, with its constituent branches duly incorporated in their respective countries, under the chairmanship of William Benjamin Bowring. Already the firm's trade had become so extensive as to necessitate incorporation of companies to operate various sections of its business. With the building of the steamships *Miranda* and *Portia* in 1884, the New York, Newfoundland, and Halifax Steamship Company Limited was registered to conduct the Red Cross Line services. Similarly, the English and American Shipping Company Limited, managed by the London branch of the firm, was formed in connection with the ownership of steamers operated by that office; while the Red Cross Shipping Company Limited, at Liverpool, owned the larger sailing ships and, later, the steamers *Benedick* and *Othello*. In addition, the Bear Creek Oil & Shipping Company Limited specialised in managing the firm's new oil-tankers *Snowflake*, *Kinsman*, *Beacon Light*, and *Cymbeline*. To handle its petroleum and lubricating oil trades, the Bowring Petroleum Company Limited was established in 1900, and the large and expanding insurance business, initiated at London by George E. Bowring in 1873, was capitalised as C. T. Bowring & Company (Insurance) Limited. The Tredegar Dry Dock and Wharf Company Limited incorporated the ownership of a dry-dock and

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other property in South Wales. This system of maintaining each substantial part of the firm's activities on its own basis has since been successfully pursued, the directors of C. T. Bowring & Company, Limited, retaining, of course, firm and effective control over each entity.

The New York, Newfoundland. and Halifax Steamship Company Limited replaced their steamers *Miranda* and *Portia* by the purchase of the steamship *Silvia*, 1,708 tons, and the *Rosalind*, 2,568 tons, and both proved very popular vessels on the Red Cross Line route. They were followed in 1909 and 1911 by the steamers *Florizel*, 3,081 tons, and *Stephano*, 3,449 tons, specially constructed to combat the rigours of the Newfoundland voyage and at that period considered to be two of the strongest merchant steamers afloat. In the off-season, these valuable ships were employed by Bowring Brothers Limited for the sealing voyage. As passenger vessels they proved reliable and popular. Unfortunately, both ships were lost at a comparatively early age, the *Florizel* being wrecked on the Newfoundland coast in 1918 under tragic circumstances, while the *Stephano* was sunk by gunfire and torpedo from a German submarine during the European War, almost within sight of the American coast, in 1916. At the close of the War, the little steamer *Lady Gwendoline*, 2,390 tons, was purchased and renamed *Rosalind*. She carried on the Red Cross Line service until joined by the steamer *Silvia*, 3,589 tons, formerly the *Orel*, a two-funnelled ship and one of the prettiest vessels ever employed in the North Atlantic trade. She proved the fastest steamship under the Bowring ownership, and both vessels maintained an excellent service between Newfoundland and the mainland. Despite the elemental hazards peculiar to that route, they followed a schedule almost comparable to that of railroad travel, and became so favoured by American and Canadian tourists that the firm decided, in 1925, to build the steamer *Nerissa*.

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She was constructed in the following year by Messrs. Lithgow, Port Glasgow, with a gross tonnage of 5,583 tons, in what was considered a record time for British ship-building, and she was able to take her place on the Red Cross schedule in July of 1926. The *Nerissa* was of the most modern type of passenger ship, fitted with the latest navigational and life-saving appliances, and her spacious passenger accommodation and public rooms quite equalled those of the larger trans-ocean liners. The increasing trade depression of that period, however, inevitably affected American tourist traffic; and in 1927 the firm decided to withdraw this enterprise. In the following year, after regularly serving the ports of New York, Halifax, and St. John's, the Red Cross Line and its ships were sold to Messrs. Furness, Withy & Company Limited. Thus, after being engaged in the North Atlantic passenger trade since Benjamin Bowring operated the little brig *Velocity* in 1836, the firm disposed of its latest passenger vessels, to the disappointment of all who knew the ships, their personnel, and the excellence of the whole service.

Parallel with the development of the Red Cross Line, the firm progressed, rapidly and successfully, in the petroleum-carrying trade. During the early years of the century, the Bowring oil-tankers were already to be seen in many parts of the world, and at a very early date the firm contracted with the Admiralty for the freighting of liquid fuel. Later, in addition to the Bear Creek Oil & Shipping Company, two other companies were registered under Bowring management for operation of tank steamers; namely, the Oil Tank Steamship Company, Limited, and the Camillo Tank Steamship Company, Limited; and a glance at the appended list of steamers indicates a wide difference between the dimensions of the steamer *Bear Creek* of 1890 and the motor-ship *Regent Lion*, launched in 1936, with a dead-weight of about 15,000 tons. She has a length of 455 feet,

breadth 36 feet 6 inches, depth 35 feet, with a speed of between eleven and twelve knots. Every attainable improvement in equipment and construction has been included. The officers' and engineers' quarters are fitted in style equalling that of cabin class liners, whilst the crew's quarters embody a very high standard of comfort and amenity. These include two-berth cabins, leather-cushioned seats in the messroom, nickel-plated fittings, curtains, wash-basins and other fitments of the most modern patterns, baths and shower-baths, wireless and loud-speakers, deck-chairs, carpeted floors, bed-mats and bed-racks, steam radiators, and running water. At one or two places in the ships the following notice, which is partially concealed, is placed: "Your owners have spent a considerable amount of thought and money to make you comfortable. Please give them a square deal by keeping things clean and tidy." There are also several spare rooms and a promenade and sports deck, and the engineers are provided with a room in which to change before entering their dining-room. The *Regent Lion* attained an average speed of thirteen knots on her trial trip.

A similar development took place with regard to the cargo steamers managed by the firm in London and Liverpool, and the fleet of the English and American Shipping Company Limited comprised many fine vessels; while the Red Cross Shipping Company Limited at Liverpool found constant employment for the steamers *Benedick* and *Othello*. After the sale of the *Othello* in 1915, however, the latter company was liquidated. The European War took a heavy toll of the Bowring general cargo carriers, and to-day only two ships of this type remain, i.e. the *Urla*, 5,198 tons, and the *Anthea*, 5,186 tons, which are both owned by the Bowring Steamship Company Limited, London.

Concurrently with their progress as shipowners, the firm naturally acquired, during the nineteenth century and afterwards, a vast range of mercantile interests, covering the

gamut of commodities which go to make our modern civilisation, until to-day they stand among the leading merchant firms in the world. This mercantile initiative, at the outset confined to the Newfoundland trade, presently extended to North and South America, to India and the Far East. In some instances the volume of the commodity has necessitated separate capitalisation as in the case of Bowring, Jones & Tidy, Limited, who sell and buy rosin, turpentine, and kindred products. The incorporation of C. T. Bowring & Company (Fish Oils) Limited also illustrates effectively their twentieth-century enterprise. This company produces and refines standardised veterinary cod liver oil, and originated the continuous biological test system. At Grimsby, the company owns extensive modern white fish-meal and cod liver oil factories, both close to the docks and served by their own railway sidings. Occupying about twenty-seven acres of freehold land, the works are completely equipped, and include a research and analytical laboratory. The fish-meal factory is adjoined by the cod liver oil factory, to which has recently been added a new refrigeration plant for the production of medicinal cod liver oil. This Grimsby plant is capable of dealing with the total supply of trawler oil and livers arriving at the port. All the Bowring oils are guaranteed to have been biologically tested for Vitamin D. At each factory the workers have an excellent record of health, the conditions making for cleanliness and efficiency. The works are equipped with bathrooms, and also with canteens, where excellent fare is provided at modest prices. The laboratories are staffed by fully qualified chemists. The factory possesses also such auxiliary sections as repair shops for machinery and motors, and there is a well-equipped cooperage, thus making the whole works almost one hundred per cent self-contained. The amenities are competently cared for, the grounds being laid out for landscape gardening, which has already made a

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promising start. During a recent visit, one of H.M. officials from the Ministry of Agriculture and Fisheries commented upon the excellent arrangement of the plant, whereby the raw fish on arrival is handled in an entirely separate section, and does not at any point come into contact with the process, the plant being continuous in type as contrasted with the older concentrator process.

Some indication of the factories' efficiency may be gauged from an incident in 1935, when some whales became stranded on the Lincolnshire coast. The carcasses were dealt with by Bowrings' works at Grimsby, necessitating road transport over about fourteen miles. The largest of the whales weighed approximately three tons and was seventeen feet long; and they all lay two miles and a quarter from the nearest point accessible to lorries. These two and a quarter miles consisted almost entirely of mud, and six horses were employed to haul the carcasses to the lorries, some of the carcasses having to be cut up where they lay. The work was commenced late on a Friday and completed on Monday afternoon; by Wednesday, all that remained of the whales was oil and fertiliser!

C. T. Bowring & Company (Fish Oils) Limited have a world-wide connection, and the range they handle includes Newfoundland cod and seal oils, Japanese, Iceland, and Scandinavian fish oils, and other products. The company is registered at Liverpool, the directors being: Sir Edgar Rennie Bowring, chairman; and F. C. Bowring, R. M. Johnston, J. E. B. Hope, and E. R. Bowring, junior.

From London, the firm controls its own basic slag works at Irlam, Lancashire; conducts an import and export trade with the East, including the importation of rice; and transacts an immense insurance business at Lloyd's. At Liverpool, C. T. Bowring & Company, Limited, are engaged in the importation of sealskins, codfish, salmon, lobsters, cod and seal oils, timber, and other commodities from

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Newfoundland, and in exporting manufactured goods for sale in the stores and shops of Bowring Brothers, Limited. Thus, through its branches at Liverpool, London, Grimsby, and elsewhere, C. T. Bowring & Company, Limited, covers the globe with its mercantile and industrial undertakings, and, by reason of their knowledge of ship-management, have also been entrusted with the management of vessels owned by the Admiralty and by several of the leading oil companies, while to-day the splendid oil-tankers of the Lobitos Oilfields, Limited, are, too, in Bowrings' care.

During the European War, most of the Bowring steamers were requisitioned as transports or Admiralty oilers and colliers, and their record of service fully accords with the highest traditions of the British mercantile marine. The *Hermione*, 5,200 tons, was the Admiralty's first regular oiler transport, in service for some years previous to the declaration of war. She served as Main Fleet auxiliary throughout, and was designated Transport No. 1. In despatches, the Admiral of the Grand Fleet reported that prompt action and seaman-like handling of the *Hermione* (Captain John Bowman), when in attendance upon the fleet at Scapa Flow during a hurricane, was worthy of highest praise. When war commenced, the tanker *Cymbeline*, 4,505 tons, just managed to sail from Hamburg before capture, and was one of the first vessels requisitioned by the Admiralty. The *Silvia*, 5,268 tons, *Rosalind*, 6,535 tons, *Beacon Light*, 2,768 tons, *Trinculo*, 5,203 tons, *Cordelia*, 6,552 tons, and the *Lompoc*, 7,270 tons, also served as fleet auxiliaries; while the *Zafra*, 3,576 tons, *Pola*, 3,061 tons, *Huelva*, 4,867 tons, and other vessels were employed as colliers.

The first casualty in the Bowring fleet was the new tanker *Elsinore*, 6,542 tons, captured by the German cruiser *Leipzig* on September 11th, 1914, near Cape Corrientes. She was sunk by the cruiser's gunfire, and her master and crew

landed at the Galapagos Islands in the Pacific Ocean. During 1915, the Germans sank the *Silvia*, 5,268 tons, forty-seven miles from the Fastnet, by gunfire from a submarine on August 23rd, without loss of life; and twelve days later the tanker *Cymbeline*, 4,505 tons, was sunk by torpedo twenty-nine miles west by south-west from Fastnet, six lives being lost. But for the conduct of the master, the casualties would have been greater. On September 8th, the cargo steamer *Mora*, 3,047 tons, was attacked by submarine off Belle Isle and sunk by gunfire.

During 1916, enemy action claimed three victims among the Bowring steamers. On April 8th, the collier *Zafra*, 3,578 tons, captured by submarine, was sunk by bombs near Oran; and on June 16th the *Gafsa*, 3,922 tons, when eighty miles from Genoa, met a similar fate. On October 8th, the Red Cross liner *Stephano*, 3,449 tons, with a large number of American passengers on board, was sunk by torpedo from a German submarine within less than three miles of the Nantucket Light vessel, and the passengers and crew were transferred to American torpedo destroyers which had stood by during the attack and sinking of the vessel.

The Germans took still greater toll of the firm's vessels during 1917. At this period they were attacked by submarine without warning, the *Brika*, 3,549 tons, being the first victim, on March 13th, when thirteen miles from the Coninbeg Light vessel, and two of her crew lost their lives. Five days later, five lives were lost when the collier *Pola*, 3,061 tons, suffered torpedo attack and sank, two hundred and eighty miles from Ushant, and on April 6th the tanker *Rosalind*, 6,535 tons, when a hundred and eighty miles from the Fastnet, was sunk without warning and two members of the crew were lost. The tanker *Oberon*, 5,142 tons, received a torpedo attack from a German submarine on April 3rd; but the submarine was driven off by gunfire and the *Oberon* brought into Malta, for which the master, Captain G. S.

Cooper, was appointed a Companion of the Distinguished Service Order. Two further losses were the *Huelva*, 4,867 tons, torpedoed off the Fastnet on July 23rd, and the *Noya*, 4,282 tons, sunk by torpedo eight miles from the Lizard, one life being lost.

The most tragic casualty occurred on February 19th, 1918, when the tanker *Beacon Light*, 2,768 tons, was sunk by torpedo when fifteen miles south-east from the Butt of Lewis. Thirty-three lives were lost, and there were no survivors. On July 4th, the turbine steamer *Merida*, 5,951 tons, was torpedoed while in the Mediterranean, but managed to reach port, losing one member of the crew. A few days before the Armistice was signed the steamer *Murcia* sank after an attack by submarine, twelve miles from Port Said, one man being killed. The tanker *Lompoc*, 7,270 tons, was attacked by submarine on April 21st, 1918, in the North Sea, and badly damaged. Having been extensively repaired, she was attacked a second time on August 28th, but once again reached port, this time after losing one of her crew. The vessel served as a main auxiliary, bringing oil fuel from abroad to the naval depots and to the Grand Fleet. The *Lompoc* was several times commodore ship of the convoys, her master (Captain J. R. Williams) being mentioned in despatches.

Another tanker, the *Camillo*, 5,135 tons, carried bulk petroleum for the British and Allied forces. On March 7th, 1918, when she was lying at Alexandria with 6,500 tons of spirit on board, fire broke out in the oil-fuel bunkers. The vessel was promptly scuttled, but afterwards salvaged with cargo intact. Another war casualty occurred to the oil-engined schooner *Bianca*, 408 tons, owned by Bowring Brothers, Limited, when a submarine attempted to sink her by gunfire and bombs, but she was eventually towed into port.

When the War ended, the firm's fleet had been depleted by more than fifty per cent of its total tonnage.

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This War record of the Bowring ships might be aptly terminated by including the following extract from the log of the steamer *Elsinore* (Captain John Roberts), which should interest nautical readers:

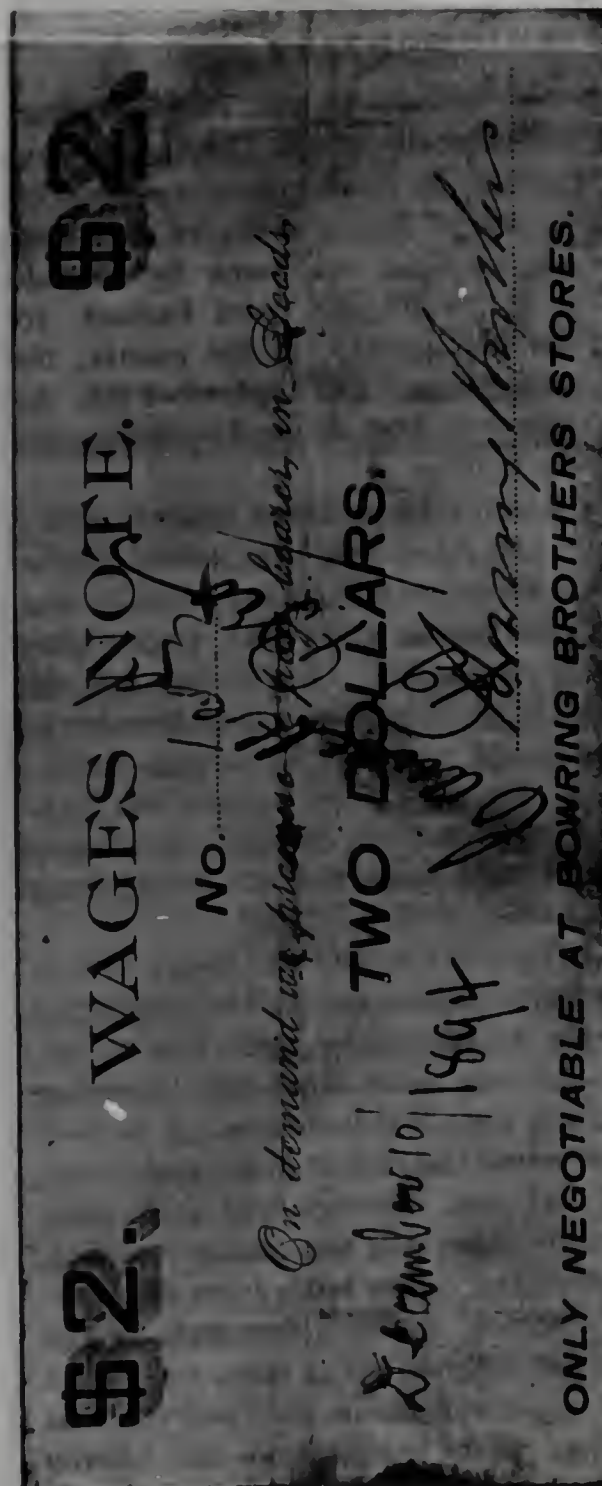
"1914

"Sept. 6. At noon left Corinto (Nicaragua) for Port San Luis, California, in ballast.

"Sept. 10. Manzanillo abeam at noon about 23 miles. Set course to pass 10 miles of Cape San Luis.

"Sept. 11. At 2.15 a.m. 2nd Officer reported to me that he saw smoke on the Port and I at once went on the Bridge. At 2.30 a.m. the weather was overcast with a fresh wind from the S.W. and heavy rain, when I was covered by a search light from a vessel unknown, and taking precaution I put my vessel at the 'Stand By,' and after a lapse of about 20 minutes the vessel in question 'Morsed' me in a foreign language which I failed to understand, when I was immediately fired upon, the shot passing across my bows, upon which I stopped my ship and hove to.

"At 3.15 a.m. a boat fully armed with 25 officers and men came alongside, and proved to be from the fast German cruiser *Leipzig* (I may mention that I had been navigating with reduced lights, my main mast head and stern lights being out and a careful lookout had been kept throughout). The officers and half of the crew of the boat came on board (fully armed) and the leading officer informed me that his Commander had sent him to inform me that my steamer was seized and that I and the rest of the crew were prisoners. He then demanded all the ship's papers including ship's register, official log-book, crew's agreement, and scrap log. He then required a full statement regarding all stores and bunker coal, and seemed very disappointed when told I was burning oil fuel and only had about 35 tons of coal on board



FACSIMILE OF NOTE ISSUED BY BOWRING BROTHERS, 1894

for cooking purposes. I was then ordered into the boat and conveyed on board the Cruiser and was informed by the Commander that I was his prisoner, and that I was to steer N.62E. Mag. for 70 miles and to have all my boats provisioned and ready for lowering and upon receiving the signal from him, myself and crew were to leave the ship, as he was going to destroy her. I asked for what reason he was going to destroy a fine new steamer that had no contraband on board and only in water ballast, and he replied that British men-of-war were doing the same thing on the Atlantic side. He then ordered me to return to my vessel and steer the course abovementioned.

"At 4.10 a.m. I arrived on board of my own vessel and set the engines at full speed, and course was set N.62E. At 5.20 a.m. I was signalled by 'Morse' to alter my course to S.15E. and again at 9.25 a.m. was signalled to steer S.65. Then I began to get anxious wondering when we had to leave, as I was at this time 50 miles from land. At 10.10 a.m. I was signalled to make the best speed possible and at 10.30 a.m. we sighted a cargo steamer which proved to be a German ship named *Marie* but which at first I thought to be a poor unfortunate like myself owing to his manœuvres, but I afterwards found that he was only obeying orders from the *Leipzig* and that the meeting was pre-arranged, and that the *Marie* was in company with the *Leipzig* supplying her with coal and stores.

"At 11.15 a.m. I was again signalled to heave to and proceed on board *Marie*, taking sufficient stores for eight days, and they allowed us two hours to be out of our ship, so I immediately proceeded to carry out these orders. In the meantime, a number of armed officers and men from the *Leipzig* came on board and commenced ransacking the ship, taking all stores and articles of any use to them. They also took our boats and hoisted them up in the davits of the *Marie*. Our position at that time was latitude 19.31, longitude

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105.56 west. At 12.30 p.m. myself and crew boarded the *Marie* and at 10.10 p.m. the Cruiser commenced firing upon the *Elsinore* at about a mile distant. The sight was too heart-breaking for me to witness, so I kept to my room, but my officers afterwards informed me that they put 12 shots into her, and she became ablaze, and she sank stern first. Before my vessel sank, the captain of the *Marie* was ordered to go full speed on a course, and so came the end of one of the finest Oil steamers on the Pacific Coast.

"When first taken prisoner by the German, the Commander promised to put me off a few miles from Cape Corrientes, which he afterwards failed to do and I think the reason was that he was rather anxious for his own safety.

"Sept. 12. The *Marie* proceeding on the same course S. by E. and during the day the Cruiser would lead ahead at about 3 miles distant, and by night about the same distance astern. There was an armed crew of 14 men placed on board the *Marie* from the Cruiser to guard my men and myself. The Commander of the Cruiser signalled to the Officer in Charge to treat my men as well as possible.

"Sept. 13. Ordered to stop by the Cruiser, when they passed several hundred coal bags on board to be filled by my crew who they would pay their usual rate of wages. . . .

"Sept. 14. Again stopped by Cruiser, and more coal bags passed on board to be filled by my crew.

"Sept. 15 and 16. We are steering for the Galapagos Islands.

"Sept. 17. Sighted Galapagos Islands 7 a.m. came to anchor in Tagus Cove, Albemarle Island, and at 11.30 a.m. the Cruiser came alongside and commenced to bunker. 7 p.m. owing to the cove being so small the Cruiser cast off and went to safer anchorage. Previous to her going away, the Commander sent for me to come aboard. He then told

THE TWENTIETH CENTURY

me that he would faithfully land us all safe at Callao and how sorry he felt for me in such a position, and being a sailor himself he was sorry he had been obliged to sink such a fine ship. Then I informed him I had a bag of mail on board from the American cruiser *Denver* for San Francisco, which he promised he would safely deliver.

"Sept. 18. The Cruiser came alongside at 6 a.m. and again commenced to bunker; at 9 a.m. completed 500 tons. At 11.30 a.m. both ships got under way and proceeded out of the Cove at full speed, and course was set South.

"Sept. 19. Came to anchor off Blood Island, Galapagos Islands, at 8.30 a.m. and the Cruiser left and proceeded for Chatham Island for fresh provisions, which I believe was not necessary, as he had more important business in view.

"Sept. 20. Ship still at anchor off Hood Island, and 6 a.m. I am positive I saw two distinct smokes from steamers in the direction of Chatham Island, and this proved to be correct, as the Cruiser had another steamer awaiting her with stores etc. and equipped with wireless. At 6 p.m. the Cruiser returned and anchored close to and signalled that the Commander would send his boat to take me on board as he wished to speak to me. On arrival on board the Cruiser, he informed me that owing to information he had just received he was unable to fulfil his promise to land me at Callao, but he had made arrangements at Chatham Island for our board etc. and that after 14 days a vessel would take us off for Guayaquil, and I was to prepare to land at 8.30 the following morning. The Commander seemed now to be working in some mysterious way as if he was anxious to get clear of us. He invited me to take dinner with him, but I was obliged to refuse owing to being so depressed to find the precarious position that fate had placed both my crew and myself in, so I came back on board and called my Officers together and told them the exact words the Commander of the *Leipzig* had

said, but when the crew were informed they became very dissatisfied which caused the Cruiser's people to double up the armed guard, but however the night passed quietly.

"Sept. 21. At 8 a.m. we embarked in the cruiser's boats with our remaining effects and a small amount of provisions, and at 9 a.m. we landed on Chatham Island, with only two houses in sight and a large store shed in which the crew were lodged. This island belongs to Ecuador and is used as a convict station. I arranged with two Officers to remain with the crew to keep order and, taking the Chief Officer, Chief Engineer and 2nd Engineer, we rode on horseback to the settlement 6 miles inland (a sugar and coffee plantation) and even here we fared very badly regarding food and beds, but the crew fared very hard, as the provisions were very scarce and had to be carefully watched.

"Sept. 22. This day passed after many troubles regarding sleeping accommodation etc. but my crew seemed to be getting very dissatisfied, for up to the present they had borne their hardships bravely.

"Sept. 24. To-day I made arrangement with the Governor of the Island, a Mr. Aray, to take me and half of the crew to Ecuador as this was the only means of getting into communication and reporting the loss of the ship, and he arranged to send us away in a small sloop of 50 tons, the distance to Guayaquil being about 670 miles, so he provisioned her accordingly, she being about half loaded with dried fish and hides, and ordinarily would not have sailed for another ten days. The Commander of the *Leipzig's* sole intention was to detain me on the island as long as possible to prevent me from communicating with the authorities and spoiling his chance of sinking other merchant vessels, for when the Governor of the island offered to assist me one of the German officers remaining on the island strongly

objected but the Governor insisted on our leaving owing to the scarcity of food, there being not sufficient to keep all the crew for any length of time and also owing to his feeling towards us. So after some considerable time, I picked out half the crew that was to accompany me on what turned out to be one of the most monotonous and hardest few days at sea I ever experienced. The accommodation of the crew was in the hold, where they slept on the hides and dried fish, and the smell at times was really terrible. So at 3 p.m. after saying good-bye to the remaining crew, we boarded our small craft, lifted anchor and set sail for Guayaquil. I may mention that this is the most isolated and unfrequented stretch of water in the world. Mr. Aray, the Governor, accompanied us, and we occupied the Cabin together, and he was most kind and considerate to us all right through the trip and did all possible for our comfort.

"Oct. 1. This day we arrived at Guayaquil after a most eventful trip in many ways. The total number of persons on the small craft was 29, so our comfort and living can be better imagined than described. I may add that this report was duly reported to H.B.M. Consul who immediately cabled to Lloyd's the loss of my vessel also asking them to inform my Owners."

CHAPTER VI

NEWFOUNDLAND, NEW YORK, AND LONDON

THE large modern business undertaking is usually so systematised or sub-divided as to miss all the glamour and romance which ordinarily attach to foreign trade. In many of its branches, however, the Bowring firm is fortunate in its immediate contact with practical commerce and industry. This is nowhere better illustrated than in its activities in Newfoundland, where the premises of Bowring Brothers, Limited, with their long frontage of dry goods, hardware, and grocery stores, displaying manufactured articles from the United Kingdom, Canada, and the United States, are backed by warehouses and wharves, alongside which the picturesque Newfoundland schooners arrive to unload their aquatic wealth. Across the splendid harbour of St. John's, where with safety the whole British fleet might anchor, stand Bowring's south side premises, housing the plant necessary for manufacturing seal oil, cod oil, and the grading and processing of sealskins. Here, when not employed at the fishery, are berthed the famous sealing steamers, from the modern steel ice-breaker, the *Imogene* – from a mercantile standpoint probably the best equipped ice vessel in the world – to the veteran *Terra Nova*, last of the old Dundee whalers, whose name will go down in Antarctic history in association with that of Captain Robert Falcon Scott. Constructed of oak and greenheart, she is still a well-found vessel, and each year, at the Newfoundland seal fishery, acquits herself most creditably. Recently, when

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fitting a new oak stemplate, to replace one originally fitted by the builders in 1884, a portion of the planking and sheathing on the starboard side of the bow had to be cut away to remove the old stem. Timbers, planking, and sheathing were found to be as sound as they were when the ship was built, and the heavy iron nails showed practically no sign of stress or wear. In building the ship, manilla rope was used for caulking instead of oakum, now generally used, and this too was found to be as good as it was fifty-three years ago, when it was driven home in the shipbuilding yards at Dundee. To supply this stem, a balk of English oak, thirty feet long by twenty-six inches square, had to be cut.

Captain Scott, in his book, says: "The *Terra Nova* proved a wonderfully fine ice ship. The ship behaved splendidly – no other ship would have come through so well. As a result I have grown strangely attached to the *Terra Nova*. As she bumped the floes with mighty shocks, crushing and grinding a way through some, twisting and turning to avoid others, she seemed like a living thing fighting a great fight."

The stranger, visiting this scene of the founding of the firm, scents the not unpleasant ozone of fish oils and codfish and, far from the sphere of exchanges, middlemen, and paper transactions, discovers a phase of the real trade of Empire. The Newfoundlander's hospitality, the bonhomie of the firm's local employees, and that clear healthy climate, so contrary to the popular conception of Newfoundland as a fog-bound island, all go to confirm the impression. It is a picture of commerce and industry in all its elementary aspects seldom obtained, yet a commerce conducted with a keen ability equalling that of the world's most sophisticated industrial community.

As previously mentioned, the original partners of Bowring Brothers were Charles Tricks, Henry Price, Edward, and

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John Bowring, each of whom eventually returned to England, leaving the management of the firm at St. John's in the care of successive generations of the family. In 1869, John Bowring sailed for England, when Charles (second son of C. T. Bowring) succeeded him as senior partner in Newfoundland, a position which he held until his death in 1890. He was joined in 1875 by his cousin, Edgar Rennie Bowring, who took over management in 1890, and upon whom fell the burden of guiding the fortunes of the firm through the stress of the fire of 1892 and the ensuing bank crash, as also through other crises in the Colony, more recent and not less far-reaching. During his management, Bowring Brothers was, in 1900, constituted a limited liability company – one of the earliest such incorporations within Newfoundland. From 1891 to 1906, Sir Edgar was assisted by his brother, Henry Alfred Bowring, who thereafter returned to Liverpool, where he participated in the business of C. T. Bowring & Company, Limited, until his death in 1918. Directed by these two brothers, the firm at St. John's became the leading mercantile concern in the Colony, and in 1906, John Shannon Munn, stepson of Sir Edgar, became a director of Bowring Brothers, Limited. Two years later, Eric Aubrey Bowring (son of Charles Bowring) proceeded to St. John's from the Liverpool and New York office, and was appointed a director in 1912.

The centenary of the firm was celebrated at St. John's in 1911 when, at a commemorative dinner, Sir Edgar announced that all employees were to be given an extra month's salary, while, as a centenary gift to the community generally, the firm of Bowring in Newfoundland and other parts of the world had decided to present a park, to be laid out near the city of St. John's. Upon that park work started in the same year. The plans were by a noted landscape architect of Montreal, whose designs were carried out by R. H. K. Cochiu. In 1914, though not completed, the

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park was opened by His Royal Highness the Duke of Connaught. In due course the firm completed and improved it, and continued to pay for its upkeep until 1921, when the park was handed over to the municipal council of St. John's. Many a travelled visitor has testified that in picturesqueness and seclusion Bowring Park is not surpassed by any public park in England or America. The numerous American and English tourists annually visiting the Colony make it a favourite haunt; while, needless to say, local residents value it supremely.

In 1911, the site of the King George the Fifth Institute for Fishermen and Sailors at St. John's was presented by various members of the Bowring family to the International Grenfell Association.

John S. Munn was drowned when the steamship *Florizel* was wrecked in 1918, and Eric A. Bowring then became local managing director of Bowring Brothers. Twelve months later he was joined on the Board by Fred W. Hayward, who in a confidential capacity had been employed by the firm for some thirty years. As a result of ill health, he retired in 1922. In 1920, Mr. Edgar Rennie Bowring, junior (second son of Henry Alfred Bowring), joined the firm, being appointed a director of Bowring Brothers, Limited, three years later. In 1936, Edgar R. Bowring, junior, became a director of C. T. Bowring & Company, Limited, and was transferred to the Liverpool office. Mr. Derrick Bowring, a great-great-grandson of Benjamin Bowring, joined the firm at St. John's in 1936.

Such, in brief, is the managerial lineage of the firm in Newfoundland, and we may now review its mercantile activities during the past century. At a very early date, Bowring Brothers became associated with the coastal services around the island, their first steamer – the little ex-gunboat *Hawk* – being employed for that purpose in the late eighteenthies. Since that date they have carried out two important

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mail contracts with the Newfoundland Government in the operation of coastal mail steamers. The first contract, with the composite steamers *Curlew* and *Plover*, was maintained from 1877 to 1899, and the steamers *Portia* and *Prospero*, each of 978 tons gross, were designed and ordered in 1904 from Murdoch & Murray, the noted Port Glasgow builders. Moulded on unusually beautiful lines, these sturdy vessels much resembled steam-yachts, and they carried out their coastal duties with unsurpassed regularity and safety in and out of what is perhaps the most indented coast-line in the world, until they were taken over by the Newfoundland Government in 1919. The story of the Colony's coastal steamship services, both Government and privately owned, has yet to be fully recorded, but probably these two vessels, so admirably equipped, will occupy a unique position in such a history. Thus, without a single loss of life, Bowring Brothers' coastal steamers plied regularly for thirty-seven years on a service which involved some twenty or thirty ports of call. It was a matter of public regret when the official funnel-colours of the Government obliterated the familiar Red Cross emblem which had distinguished the ships when under Bowring management.

For more than a hundred years, Bowring Brothers have sent vessels annually to the seal fishery. Under their ownership, during the past seventy years, the following steamers have accounted for approximately 3,000,000 seals:

S.S. <i>Hawk</i>	283 tons.	Lost at the ice, 1876.
S.S. <i>Eagle</i>	506 "	Lost while whaling, 1893.
S.S. <i>Falcon</i>	458 "	Missing since 1894.
S.S. <i>Ranger</i>	520 "	Still in commission.
S.S. <i>Kite</i>	280 "	Sold in 1913.
S.S. <i>Aurora</i>	551 "	Sold in 1911.
S.S. <i>Algerine</i>	500 "	Lost off Baffin Land, 1912.
S.S. <i>Eagle</i> (2)	677 "	Still in commission.
S.S. <i>Terra Nova</i>	764 "	Still in commission.

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S.S. <i>Viking</i>	586 tons.	Lost by explosion, 1931
S.S. <i>Imogene</i>	1,638 ..	Still in commission.
S.S. <i>Beothic</i>	1,825 ..	Still in commission.

Moreover, the Red Cross liners *Florizel* and *Stephano* were sent to the fishery respectively during the periods 1909-1916 and 1912-1914, and took 273,664 seals.

Competent writers have dealt with the history of the Newfoundland seal fishery, so that it is unnecessary here to review the evolution of the type of steamers employed, from the early wooden auxiliary vessels such as the *Hawk*, to the modern steel ice-breaker *Imogene* of 1,683 tons. Nor is it opportune to discuss the respective merits, from an ice viewpoint, of the wooden and steel vessels. The superior utility of the latter is proved by their larger catches. Several of the firm's wooden sealers have a reputation extending far beyond the coasts of Newfoundland. The *Terra Nova*, as previously mentioned, was employed with the Scott Relief Expedition, and the *Aurora* also acquired Antarctic fame with the Mawson Expedition. Other sturdy sealing vessels under Bowring ownership have served the cause of science, in the collection of data and in the investigation of conditions and phenomena in northernmost Arctic regions. The history of the sealing ships alternates throughout with stories of heroism and tragedy. An epic example was the loss of the steamer *Viking*, blown up at sea March 15th, 1931. The explosion set the ship on fire, twenty-seven of the crew of 153 men losing their lives. In connection with this disaster, the Albert medal for saving life at sea was conferred upon William G. Johnson, first master watch of the vessel. After the explosion, Johnson started for the land with a party of twenty men, hauling a dory which contained the mate and a passenger of the *Viking*, both seriously injured. Next day, Johnson sent all members of the party except three to Horse Island for assistance, but none arrived. After a day and two nights without food, he persuaded the three uninjured men

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remaining with him to make for land, but himself refused to leave the two injured men in the dory. Ultimately, Johnson and the two men were taken on board the steamer *Beothic*, which was searching for survivors. Of such stuff are made these "Vikings of the North," as the hardy Newfoundland sealers have been aptly designated.

Of the sealing masters in command of the firm's steamers, Captains William and Arthur Jackman and Captain Abram Kean are the most famous. William Jackman was born at Renew, Newfoundland, in 1837, and became a very successful fishing captain and seal hunter. His heroic act of saving twenty-seven lives at Spotted Island, Labrador, in 1868, has already been recorded, and it is not surprising that his health became afterwards impaired. He died at the early age of forty years. His brother, Arthur Jackman, was no less renowned as a sealing and whaling commodore, and among skippers of the sealing fleet ranked foremost for skill as for versatility. A navigator of high repute, he, when twenty-one years of age, commanded the sailing ship *Fanny Bloomer* at the seal fishery, and in 1872 took command of the steamship *Hawk*. Afterwards he captained, among others, the steamers *Falcon*, *Terra Nova*, and *Eagle*, with an aggregate catch of seals exceeding one million dollars in value. During this period, more than 8,000 men served under him, and, notwithstanding the many dangers of their occupation, he never lost a man! During 1886, Arthur Jackman conveyed Commodore Robert Edwin Peary (1856-1920), the American explorer, on his first Polar venture, and on different occasions commanded the coastal steamers *Curlew* and *Plover*. Later, he was appointed marine superintendent of Bowring Brothers, Limited. He died at St. John's on January 31st, 1907, and thousands of Newfoundland residents attended his funeral.

Captain Abram Kean, still hale and hearty, is a veteran commodore of the sealing fleet who, a year or two ago,

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brought his aggregate catch of seals to more than 1,000,000, and the story of his sealing adventures is told in his book, *Young and Old Ahead*.

In an earlier chapter, mention was made of the sealing skippers who sailed under the firm's house flag in command of the small sailing brigs and schooners of a century ago – the Roches, Silveys, Feehans, and others – and at the end of this volume is included a list of the sealing masters who served Bowring Brothers during the steamship era.

At various times the firm at St. John's have been interested in Arctic whaling ventures, and were the proprietors of the Cape Broyle Whaling Company, operating the little vessels *Hawk*, 111 tons, *Viking*, 113 tons, and *Falcon*, 113 tons, sold to the Norwegians in 1907. Bowring Brothers were also the first to employ a steam trawler in Newfoundland waters, an experiment repeated by others in recent years. In 1901 they acquired the Grimsby trawler *Magnific*, 249 tons, built at Dundee in 1899, and worked her for three years on the Banks of Newfoundland. She was commanded by an experienced trawling master and accompanied in the first year by Captain Arthur Jackman, later being taken out by a well-known banking master, Walter Kennedy, of Holyrood, Newfoundland. The *Magnific*, however, was sold in 1903 to Grimsby owners, the three masters having reported, after many efforts, that the Grand Banks of Newfoundland had proved unsuitable for steam trawling with the gear then in use.

Space permits only a cursory glance at the numerous departments of the firm's business at Newfoundland to-day. Unlike other local merchant firms, they have refrained from establishing branches at the various outports, being successful in conducting from St. John's a trade extending over the whole island and into Labrador. In addition to the old custom of supplying outport dealers with goods and food-stuffs for distribution among fishermen and lumbermen in exchange for their produce of codfish or timber, Bowring



PETER PAN STATUE, BOWRING PARK, ST. JOHN'S, NEWFOUNDLAND

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Brothers, Limited, cater also for a large retail public in St. John's city, and have a mail order business covering the whole colony. Their grocery, hardware, and dry goods departments compare favourably with similar departmental stores in England and America, and after inspecting their premises at St. John's the visitor appreciates the enterprise and energy which has built up such a business from the modest shop conducted by the founder, Benjamin Bowring, not much more than a stone's throw away, in 1811.

Turning from this frontage of shop windows, the business caller enters the counting-house at the rear of the premises and overlooking the wide harbour of St. John's. Here, alongside warehouses for the storage of goods and codfish, and fronting the firm's shipping piers and wharves, is transacted a vigorous wholesale trade in bulk commodities, in addition to work entailed by their eighty-five-years-old agency for the Liverpool & London & Globe Insurance Company, and the many duties involved by Lloyd's agency. From these offices is conducted a trade which includes the importation of fishery salt, coals, cement, and other heavy or bulk cargoes, together with the exportation of codfish to the Brazils and Mediterranean countries, and of seal oils, cod oils, sealskins, lobsters, and other marine products to the English and American markets. "Bowring Brothers," states a writer in the *Book of Newfoundland*, "are the mainstay of a very large number of smaller commercial houses throughout the Island. Apart altogether from the large number of the country's fishermen, both shore and Labrador, directly outfitted by the firm, thousands of others receive their supplies direct from Bowring Brothers through dozens of outport firms."

The firm is also associated with Rothwell & Bowring, Limited, of St. John's, established in 1887 by Edward Rothwell, formerly an accountant with the local firm of J. Murray & Company. The other partner was the late

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John Bowring, son of John Bowring (youngest of the original Bowring Brothers) and brother of Sir Frederick and Sir Edgar. Born at St. John's in 1859, he served for a few years at the Liverpool office of C. T. Bowring & Company, and then entered the employment of Bowring Brothers. John Bowring was very popular in Newfoundland. After an attack of pneumonia he died, unmarried, in 1901, at the unfortunately early age of forty-two years. Rothwell & Bowring were the agents for the contractors of the Newfoundland Railway, and their office was originally in Water Street East. Subsequently they removed to the O'Dwyer premises, where they loaded many vessels with provisions and supplies for the workmen engaged on constructing the railway. For many years Mr. R. J. Rennie was their accountant, and, when John Bowring died, Mr. George R. Williams, who had entered the employment of Rothwell & Bowring three years previously, was made manager. The executors of John Bowring, i.e. the late Sir Frederick, Sir Edgar, and the late Henry A. Bowring, purchased the business as a going concern, and in 1908 it was incorporated as a limited liability company, with Mr. Williams as managing director. Rothwell & Bowring, Limited, now occupy substantial premises at 120 and 122 Water Street, and have an additional warehouse in Holdsworth Street, St. John's. From these establishments they conduct a business in flour, cattle foods, provisions, leather, cigars, fertilisers, and many other commodities, and are agents for the Canada Accident & Fire Assurance Company. Mr. Williams, for some years Brazilian vice-consul in Newfoundland, was recently appointed consul.

Newfoundland's increasing trade with the United States during the second half of the nineteenth century necessitated a branch of the firm in that country for the purpose of attending to purchases of American flour, beef, pork, and beans. In 1860, William B. Bowring proceeded from

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St. John's to New York, but was prevented from opening an office there owing to outbreak of the American Civil War. Two years later he entered into partnership with a son of Sir Edward Archibald, British Consul at New York, under the style of Bowring & Archibald. In 1870, Thomas Benjamin Bowring took over these duties and conducted the business until his return to London in 1891. During that period, Bowring and Archibald occupied suites of offices successively at 29 Broadway, 142 Pearl Street, D13 Produce Exchange, and at 18 Broadway. They were appointed Lloyd's agents and engaged in various departments of commerce, including marine insurance, and the shipment of mineral oils and petroleum to the United Kingdom and the Continent. Before the era of bulk-oil storage they sold some of the largest barrel cargoes of petroleum and other oils ever shipped. The barque *Slieve Bloom* was, among other vessels, specially employed in this trade, landing numerous cargoes of Royal Daylight petroleum at Liverpool and other ports of the United Kingdom. Even after tank steamers had been introduced, the New York office negotiated extensive sales of petroleum in barrels, shipping full cargoes by such vessels as the White Star liner *Cufic*, and the Rank, Gilmour steamers *St. Regulus* and *St. Ronans*.

Thomas B. Bowring was assisted at New York for some years by his cousin, Frederick Charles Bowring, who opened a shipbroking department, which is still maintained. He arranged, too, the Red Cross Line services between New York, Newfoundland, and Newcastle. When Thomas B. Bowring returned to London, the management at New York was undertaken by Mr. Lawrence B. Stoddart, who, commencing as an apprentice in the Liverpool office, where he remained until 1889, had then served Bowring Brothers for some eighteen months. In the late 'nineties he was joined at New York by Charles Bowring's eldest son, Mr. Charles Warren Bowring, who also started his business

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career at Liverpool and is now senior director resident at New York.

A California branch of Bowring & Archibald was opened at San Diego in 1899 in connection with a line of steamers which the firm operated – under a five years' contract with the Atchison and Topeka to Santa Fé Railroad Company – for service between Californian ports and Japan and China. This was known as the Californian and Oriental Line. In January 1900, Bowring & Archibald became a branch of C. T. Bowring & Company and took that name, and the San Diego office was transferred to San Francisco.

When the Californian and Oriental Company went into liquidation in 1902, W. L. Comyn was appointed Pacific Coast manager, and the concern changed from that of a regular line steamship agency to a merchandise, commission, and shipbroking business, including the export of lumber. In 1903 the name was revised to "Bowring & Company," with its head office at New York; and during that year Mr. Edward H. B. Skimming was temporarily in charge at San Francisco. Three years later the business was seriously handicapped by the San Francisco earthquake. In the next year, labour strikes also had a demoralising effect. Nevertheless, large imports and exports were conducted, and a wharf was purchased at Vancouver. Sir Frederick C. Bowring visited the branch in 1907 and 1908 to investigate prospects, and an office at Tacoma was opened for the more convenient purchasing and loading of lumber. In 1908, Mr. Harvey Bowring proceeded to San Francisco as assistant manager and became a director of the City Wharf Company at Vancouver. The business progressed for some years, but was eventually transferred by the Bowring firm into other hands.

Meanwhile, Bowring & Archibald managed also a line of steamers from New York in opposition to the Atlas Line, and at a later period they operated the Black Diamond Line

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of passenger ships to Montreal in conjunction with the Red Cross Line. They transacted, too, a substantial grain business, which, however, terminated when grain ceased to be shipped in bulk cargoes and became a liner freight. They also conducted a large export and import trade which assumed extensive proportions during the European War. For nearly half a century they remained the American managers and agents for the Red Cross Line steamers, until the line was sold in 1928. They now, on a large scale, sell ores, charter steamers, and trade in general merchandise, besides acting as the agents for the Bibby-Henderson lines, under the management of Mr. C. W. Bowring, and his son Mr. C. W. Bowring, junior, great-great-grandson of Benjamin Bowring.

When Edward Bowring (fourth son of the founder) died at Molebank, East Molesey, Surrey, in 1873, his elder son, Thomas B. Bowring, after an apprenticeship with Alexander Howden & Company, London, had participated for some years in the management of Bowring & Archibald. The younger son, Henry Edward Bowring, then twenty-five years of age, entered into partnership with John D. Jamieson in 1873, under the style of Bowring & Jamieson, ship and insurance brokers, 17 Fenchurch Street, London. Thus the Bowring firm established itself in the metropolis, and in 1877 the partners were joined by George Edward Bowring, fourth son of C. T. Bowring. He was twenty-five years old, and had served an apprenticeship with Lamport & Holt, the Liverpool shipping firm, and at the office of C. T. Bowring & Company. The style of the London partnership was now changed to that of Bowring, Jamieson & Company, and a new office opened at No. 7 East India Avenue, with an office at Lloyd's, of which George E. Bowring had become a member in 1876.

In 1885, G. E. Bowring and J. D. Jamieson were also in partnership as wharfingers at St. Leonard's Wharf, Brunswick Road, with an office at No. 22 Great St. Helens.

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The business at London increased annually, especially in connection with the importation of petroleum and mineral oils. A tentative arrangement was made whereby Bowring, Jamieson & Company were to act as agents for the Standard Oil Company, of New York, for the distribution of their products in the United Kingdom; but, as a result of a misunderstanding, John D. Jamieson made an independent arrangement with that company, and the Anglo-American Oil Company was formed at London for the purpose, with Jamieson as managing director.

In 1888, the London office assumed the style of "C. T. Bowring & Company," and a year later removed their offices to 50-51 Lime Street. Thomas B. Bowring had now joined the firm, and in 1893 the St. Leonard's Wharf Company was formed, with C. T. Bowring & Company as managers. In 1891, George E. Bowring died at a comparatively early age. His activity and business abilities had been responsible for the progress of the firm at London. He was ably succeeded by Thomas B. Bowring, whose industry still further extended the business. An office was opened at Cardiff in 1892 and tanks erected there for the storage and distribution of imported petroleum, then in large demand in the West Country; and, in conjunction with Messrs. Naylor, Benson & Company, the English and American Shipping Company was formed. Under Thomas B. Bowring's management, the Bowring Petroleum Company Limited was incorporated, and their brands of petroleum and lubricating oils became known throughout the world. Some years later an arrangement was made to market all Lord Cowdray's oil; but when the Cowdray interests were sold to the Mexican Eagle Oil Company the distributing business of the Bowring Petroleum Company was disposed of. Thomas B. Bowring was responsible also for the formation of C. T. Bowring & Company (Insurance), Limited, which has since become one of the largest marine

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insurance firms in existence. The American section of this business originated from insurances effected by Bowring & Archibald, New York, in the late eighteen-seventies. To-day the insurance undertaken by the firm and its syndicates is immense in volume and widely varied in type. Its importance is illustrated by the knighthood conferred upon Sir Walter E. Hargreaves, the director largely responsible for the growth of this department's business during the present century. The honour was in recognition of his services in arranging certain Government insurances.

Under Thomas B. Bowring's management, the London office built the coal-carrying steamers *Dominion*, *Catalone*, and *Mystic*, then considered large and up-to-date vessels. They freighted minerals of all types, including ores from the Mediterranean mines and from the Bell Island mines off the east coast of Newfoundland - the deepest ore mine in the British Empire. Thomas B. Bowring was knighted in 1913. After he died in 1915, the London office was managed by John Bowring Wimble (a grandson of C. T. Bowring), Mr. E. H. B. Skimming, Mr. Clive Bowring, and Mr. Harvey Bowring. Additional departments of the London business had already been opened. On his return from the San Francisco office of Bowring & Company, Mr. Skimming engaged in the importation of lumber from the Pacific coast and from Russia. This was continued for some years. More recently, Clive Bowring started the naval stores business since capitalised as Bowring, Jones & Tidy, Limited. This company, formed in 1922, also embraces a general produce trade, and has branches at Liverpool and Hull. The present directors are Messrs. L. B. Stoddart, A. Probart-Jones, F. C. Bowring, Cyril Bowring, J. W. Baxter and W. H. Ager. He was responsible also for the fish-meal works at Grimsby and in Iceland, and inaugurated, in the import and export department, a very extensive merchant trade.

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Such, in brief, has been the development of various branches of the firm. During the past century its enterprise extended to many parts of the globe, and the firm has proved not only prosperous in itself but the cause that prosperity is in other men. To indicate in detail the manifold activities of its departments is, of course, impossible in such a sketch as this, but sufficient has been written to enable the reader's imagination to conjure such a vision.

So may a thousand actions, once afoot,
End in one purpose, and be all well borne
Without defeat.

SHAKESPEARE, *King Henry V*, Act I, Scene 2:

CHAPTER VII

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WILLIAM BENJAMIN BOWRING, born St. John's, Newfoundland, in 1837, was educated at Everton, Liverpool, under the Rev. John Brunner, and at Edgbaston, Birmingham. At sixteen years of age he proceeded to Newfoundland to take up business duties there under his Uncles Henry, Edward, and John. On June 13th, 1861, he married Isabel Maclean, daughter of Edward Lutwich Jarvis, and a few years later went to New York to establish there the firm of Bowring & Archibald. In 1868 he returned to Liverpool, residing at No. 13 Devonshire Road until 1875, when he removed to Beechwood, Grassendale, now a suburb of that city.

He was elected in 1878 to the committee of Hope Street Unitarian Church, of which he became chairman in 1882, 1884, and 1892. He presented a new organ to this church, where five of his sisters were married:

Marianne Bowring, to George B. Windeler, 27th Jan., 1859.

Charlotte Susan Bowring, to Lawrence Stoddart, 9th Oct., 1862.

Harriet Jane Bowring, to John Wimble, 18th Sept., 1867.

Fanny Harvey Bowring, to Hugh Mulleneux, 13th Aug., 1874.

Edith Bowring, to William Fishwick Leather, 26th July, 1878.

Serving as a member of the Mersey Docks and Harbour Board from 1884 to 1892, his experience as a shipowner and merchant, and his knowledge of the petroleum trade, proved of great value to the port. In 1884 he became a member of the town council, succeeding his father, C. T. Bowring, as

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the representative for St. Peter's Ward. This municipal area was thus represented continuously by a Bowring for more than forty years. From 1874 to 1884 he was treasurer of the Liverpool Domestic Mission, of which he became president 1884-1886 and 1893-1894. Sir William (as he afterwards became) was the author of an essay entitled "Home Rule in Newfoundland - A Parallel," published in *Subjects of the Day* in 1890, with a group of kindred essays written by W. E. Gladstone, Justin McCarthy, and T. P. O'Connor. "I went there [Newfoundland]," wrote Sir William, "in the year 1853, at an early age, to take part in the management of an extensive commercial undertaking established by my grandfather, who migrated with his family from Exeter but who, as well as my father, was resident in Liverpool." He was thus a witness of the advent (1855) and subsequent progress of responsible government in Newfoundland, and therefore competent to express a sound opinion on the agitation for Home Rule in Ireland.

In 1892 he contested unsuccessfully, in the Liberal interests, the Abercromby division for Parliament; and during the same year was appointed to the commission of the peace for the city of Liverpool. Twelve years later he became an alderman of that city. In 1893, Liverpool honoured him by elevation to the chief magistracy, and he thus became the first elected Lord Mayor. During his year of office the town was visited by the Duke and Duchess of York (afterwards King George and Queen Mary) when they laid the foundation stone of the General Post Office in Victoria Street.

William Benjamin Bowring rendered long and valuable service to Merseyside, and in 1906 presented to his fellow citizens Roby Hall estate, which was opened to the public on June 12th, 1907, and renamed Bowring Park. Later in that year he was created a baronet by King Edward the Seventh. Sir William was many times chairman of the Liverpool Reform Club, served on the Jubilee committee of



THE PASSENGER STEAM-SHIP "NERISSA," BUILT AT PORT GLASGOW, 1926

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the local corporation in 1887, and was a member of the Liverpool University Council. For many years he served as a director of the Alliance Marine Assurance Company and of the North-Western Bank, now merged into the Midland Bank. He also became chairman of the Liverpool Peace Society, president of the United Kingdom Temperance Alliance and similar bodies. He was appointed chairman of Cearn & Brown, Limited, a company registered in 1894 to conduct a ships' store business, of which his nephew, Wilfred Bowring Stoddart, became managing director. In 1916, just prior to his death, Sir William's long and faithful services to Liverpool were solidly recognised, and he was presented with the freedom of the city.

A fluent and cultured speaker, Sir William Bowring revealed his profound Liberalism in a speech made at Liverpool in 1887, when he spoke to a huge audience in protest against the Coercion Bill, and also in his book *Home Rule in Newfoundland*, published in 1890. "My idea," he once said, "is that a man should be a patriot first and a partisan afterwards, and that he should do everything he can to uphold the true dignity of a nation rather than the position of any particular party in the nation."

As a business man he was most energetic, and here is a glimpse of Sir William in 1893: "Mr. Bowring is one of the busiest men in Liverpool, and it was in his private office, in the midst of very absorbing affairs, that I had a hurried interview with him. Indeed, during my laconic chat there were several breaks caused by the interruption of clerks with cablegrams from Newfoundland, which it was incumbent upon Mr. Bowring to immediately answer. This he did with remarkable despatch and then resumed the interrupted conversation with his usual calm and placidity."

This brief biographical notice of the company's first chairman may be aptly terminated by the words of the late Lord Russell of Liverpool: "The death of Sir William

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Bowring will occasion in thousands of Liverpool minds the feelings of the deepest sadness and the most genial reminiscence. Sir William, who had become venerable in the full and arduous exercise of his 'will to do good' both in public and in private, was a remarkable combination of sturdy stoutness in the expression of conscientious convictions and of absolute gentleness in his sentiments towards his contemporaries, and, indeed, towards every aspect of human life. By heredity a politician of Liberal mind, he grew up under the influence of a most public-spirited father. Without self-obtrusion or any sort of ostentation, Sir William Bowring harnessed himself and trained himself in the public life of his city, and was one of the countless illustrations of the opportunity which the corporate affairs of such a sphere offer to a man of competent powers and good natural energy. . . . The man of whom such a narrative can be inscribed lives happily for ever."

FREDERICK CHARLES BOWRING, born at St. John's, Newfoundland, in 1857, was the eldest son of John Bowring, and came to Liverpool at twelve years of age, receiving his education there and at Scarborough, joining the Liverpool office as an apprentice in 1874. Sir Frederick, as he afterwards became, often revealed how he started life as an apprentice under his father at a salary of 3s. 10d. per week, or £10 per annum, rising to £100 at the end of four years. In 1878 he proceeded to Newfoundland, thence to New York, where he joined his cousin, Thomas B. Bowring, in the management of Bowring & Archibald, returning to Liverpool in 1888. On the death of Sir William in 1916, he was made chairman of C. T. Bowring & Company, Limited, and its associated companies.

He entered the city council in 1909 as a Liberal representative for Exchange Ward, which confidence he retained until 1920, when he was prevented from participating in the

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municipal elections owing to illness. Later he secured election for Granby Ward, which he represented until 1934. In 1910 he contested the Abercromby parliamentary division, but was unsuccessful, and had a similar experience when seeking election for the East Toxteth division. In 1910 he was appointed a Justice of the Peace. Fifteen years later, Liverpool elected him Lord Mayor, and he proved such a popular chief magistrate that he was re-elected in the following year, this being the only instance in the city's history of a Lord Mayor filling that office in two successive years. Shortly after assuming his mayoral duties, he offered to match the contribution of any other donor to the funds urgently needed for an extension of the Walker Art Gallery. Mr. George Audley, of Southport, promptly offered £10,000, whereupon the Lord Mayor gave a similar sum. This gift is commemorated by the Bowring Gallery at William Brown Street. Sir Frederick's two years' mayoralty was outstanding for the lavish entertainments he gave, especially on the occasion of the visit of King George the Fifth and Queen Mary, when they opened the Gladstone Dock at Liverpool. In 1927, Sir Frederick officially inaugurated the first telephone service between Liverpool and New York, a city to which he was no stranger, having crossed the Atlantic about fifty times. Twelve months later he received a knighthood, and in 1931 was appointed High Sheriff of Lancashire and a Deputy Lieutenant of the county. In November 1934, when it was decided that his health did not permit him to seek re-election to the city council, that rarely bestowed honour, the freedom of the city of Liverpool, was conferred upon him. It was a unique distinction for the Bowring family to have this freedom bestowed upon two of its members. Sir Frederick was too ill to attend the ceremony at St. George's Hall, but immediately thereafter the Lord Mayor and town clerk proceeded to his residence, "Terra Nova," with the scroll and casket, and there was a

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brief and formal function in the drawing-room, in the presence of a family gathering.

A generous benefactor to many good causes, Sir Frederick made substantial gifts to charities during his lifetime, in addition to devoting much valuable time and effort to service on the museums, art gallery, and public libraries committees. An indication of his busy life may be gained by a glance at the boards and committees on which he served: He was chairman of C. T. Bowring & Company, Limited, and its associated companies: a director of Barclays Bank, Limited, the Liverpool & London & Globe Insurance Company, the Liverpool Overhead Railway Company; and president of the Shipbrokers' Benevolent Society, the Liverpool Domestic Mission Society, the Adult Deaf and Dumb Society, the Florence Institute for Boys, the Liverpool branch of the Royal Society for Prevention of Cruelty to Children, the Reform Club, and the committee of the schoolship *Conway*. He served also on the Committee of Lloyd's Register, the Gordon Smith Institute for Seamen, the Liverpool Merchants' Guild, the Hospital for Diseases of the Heart, the Liverpool School of Tropical Medicine, the University Council; and was treasurer of the Royal Liverpool Children's Hospital, and president of the Liverpool and District Boy Scouts Association and other boys' organisations.

Although possessed of a natural shyness somewhat disarming to those unfamiliar with his personality, Sir Frederick was a splendid example of a public man. Vigorous and forceful in mind, he was nevertheless placid in manner, and evinced an admirable serenity in times of emergency or crisis. He shunned controversy of all kinds, and could not be considered an orator; yet he was a keen observer of human nature, and no one knew better than he the failings or qualifications of his fellows. As became a shrewd business man, his decisions were quick and inspired confidence, and it is therefore not surprising that the business which he



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controlled expanded vastly during his period of chairmanship. His public acts of generosity were many, but they did not surpass the numerous private and personal gestures known only to the recipients of his kindness and courtesy.

The strain of a life more active than that which falls to many public men at last made itself felt, and he was compelled to curtail almost completely his numerous business and social activities. For a year or two he suffered very indifferent health and, on March 24th, 1936, passed peacefully away at the family residence, "Terra Nova," in his eightieth year, honoured and revered by all.

"He was a man of very attractive simplicity," said the Bishop of Liverpool (Dr. David), "with which was combined a native shrewdness that sought no concealment, and never worked in hidden ways. He was transparently honest, and his plain common sense was a surer guide to success than brilliance often is in other men. He was eminent among those who have made Liverpool great in commerce and have faithfully served her." The funeral service at Liverpool Cathedral was attended by the seventeenth Earl of Derby and many prominent citizens associated with Sir Frederick commercially and in philanthropy. Here the coffin was received by the Bishop of Liverpool and the Dean, Dr. Dwelly. The latter, in his address, said that Sir Frederick was a man whose actions needed no justification by words, who was silent in his disapprovals, who would scorn to take advantage of any authority vested in him, and who never failed in loyalty to those who had cause to look to him. They could speak aloud of his countless acts of selfless generosity by which he proved himself to be the friend of all goodwill. His actions always outshone his words, and the goodwill of man to man which he gave himself to help sustain was more real because of him. He was the unfailing helper of any company of men or boys which would set forth the fine traditions of our race, and he accounted

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it a duty to honour the public good by his own personal service.

THOMAS BENJAMIN BOWRING, the elder son of Edward Bowring, of Newfoundland and Moretonhampstead, was born at St. John's on September 14th, 1847. His early years were spent in the little town of Moretonhampstead, and he gained his first business experience in a London shipping office, proceeding in 1870 to join the firm of Bowring & Archibald at New York. There he served on the executive committee of the Society of St. George, of which he became treasurer in 1888. T. B. Bowring, who was largely responsible for the petroleum business which has played an important part in the firm's development over the past fifty years, married in 1877 Annie Kinsman, daughter of Jane How, of Brooklyn, and, on the death of George E. Bowring, he proceeded to the London office of C. T. Bowring & Company, Limited, in 1891, when he took over the management. In the same year he was appointed a member of Lloyd's. Under his ægis at London, the Bowring Petroleum Company and C. T. Bowring & Company, Limited, were incorporated, and he witnessed the expansion of various departments in London.

Appointed to the commission of the peace for County Devon in 1906, he was knighted seven years later. Sir Thomas, who resided at Pitt House, Moretonhampstead, and at No. 7 Palace Gate, London, died in 1915, and his wide mercantile experience and unassuming personality are remembered by all who knew him. A benefactor to the little town of Moretonhampstead, he built and endowed the library which bears his name, and gave substantial sums towards the upkeep of the cottage hospital and to the Unitarian chapel where he was buried. This ancient chapel owed much to Edward Bowring's family, and on its walls a mural tablet reads:

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IN AFFECTIONATE REMEMBRANCE OF

EDWARD BOWRING,

Late of Borohaye, in this Parish, who departed
this life, 10th February, 1873, aged 54,
and of EMMA, his wife,
who died 13th May, 1898, aged 76.

In the secluded burial-ground adjoining the chapel stand
four memorial stones inscribed:

In loving memory of

EDWARD BOWRING,

Late of St. John's, Newfoundland,
and of Borohaye in this Parish,
Who died at East Molesey, Surrey,
10th February, 1873.

Aged 54 years,

and of EMMA, his wife,

Who died at East Molesey, 13th May, 1898,
Aged 76 years.

"Their children rise up and call them blessed."

In loving memory
of

THOMAS BENJAMIN BOWRING, Knight:

Who died 18th October, 1915.

Aged 68 years.

In ever affectionate remembrance of

HENRY EDWARD BOWRING,

born 8th February, 1849,
died 18th June, 1918.

In ever loving memory of

FANNY CHARLOTTE SKIMMING,

born 11th May, 1845,
died 5th May, 1918.

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EDGAR RENNIE BOWRING, the present chairman of C. T. Bowring & Company, Limited, is the second son of John Bowring, and was born in Newfoundland in 1858, receiving his early education at Bishop Field College, St. John's, and at Liverpool and Scarborough. At an early age he proceeded to the office of Bowring Brothers, and on the decease of his cousin, Charles Bowring, in 1890, he became senior resident partner in Newfoundland. Elected a member of the Newfoundland Legislative Council in 1897, he served on the Dominions Royal Commission in an honorary capacity, at his own expense, from 1912 to 1914, during which period he travelled throughout the Empire. In 1915 he was knighted by King George, and, in 1935, created a Knight Commander of the Order of St. Michael and St. George. Sir Edgar served the dominion of Newfoundland in the capacity of High Commissioner from 1918 to 1922, and again from 1933 to 1934, when that office was suspended owing to a change in the administrative system of Newfoundland. Bowring Park, in that colony, owes much of its attractiveness to Sir Edgar's generosity, one of his gifts being a replica of the Peter Pan statue by Sir George Frampton, which was unveiled by the sculptor himself and is inscribed: "Presented to the children of Newfoundland by Sir Edgar R. Bowring, in memory of a dear little girl who loved the Park." On the other side of the statue is the simple legend: "Betty Munn." She was the daughter of the late John S. Munn, a director of Bowring Brothers, Limited, who was drowned, with the child, when the steamship *Florizel* was wrecked off Cappa-haydon, Newfoundland, February 16th, 1918. Another gift to the park is a statue of the Fighting Newfoundlander which stands as a tribute "to the undying memory of the Royal Newfoundland Regiment," to whom Sir Edgar was a firm and generous friend. A more recent gift to the colony was his equipment of a children's library and reading room at St. John's, the first of its kind in that country. Sir Edgar

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is a much-travelled man, and in the course of a busy career has visited almost every part of the world.

JOHN BOWRING WIMBLE, son of John Wimble, of Richmond, Surrey, who married Harriet, third daughter of C. T. Bowring, was born on August 24th, 1868, and educated at Clifton College, receiving early training as an architect. He then joined the London office of the Bowring firm and became closely interested in their marine insurance business, being the first chairman of C. T. Bowring & Company (Insurance), Limited. In 1893 he married Annie Mason, daughter of W. F. Batho. He followed a very active business life and gave valuable public service. A director of several of the Bowring companies, he was also a director of the Lobitos Oilfields, Limited, chairman of the Metropolitan Assurance Society, and a member of the Committee of Lloyd's Register. He was appointed a Justice of the Peace for Oxfordshire, and became honorary treasurer of King George's Fund for Sailors. He also served as chairman of the London Shipowners' Society and the Port of London Labour Committee, in addition to being a member of the Port of London Authority. For these public services he was created a knight of the British Empire in 1918. Sir John, who amply fulfilled the traditions of his family and the firm, was unhappily stricken in the prime of a very active life, and succumbed to an illness in 1927, greatly lamented by all his business associates and those who knew his genial and vigorous personality.

HENRY PRICE BOWRING, third son of Benjamin Bowring, was born at Exeter in 1814. One of the original partners of Bowring Brothers, he returned to England in the late eighteen-sixties and afterwards resided near Leeds, where he died on September 20th, 1893. He married Sarah Elizabeth Illingworth, by whom he had one son. Henry Illingworth

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Bowring, and a daughter, Charlotte. H. P. Bowring was a director of the Grand Hotel Company at Scarborough.

EDWARD BOWRING, born at St. John's, Newfoundland, in 1819, was the fourth son of Benjamin, and received his early education at Exeter before proceeding to Newfoundland in 1833 to assist in the business of B. Bowring & Son. In due time he became a partner in Bowring Brothers and retired from active business about twenty years later, settling at Borohaye, Moretonhampstead. He died in 1873, leaving two sons, Thomas Benjamin (afterwards Sir Thomas) and Henry Edward Bowring, and two daughters, Fanny Charlotte and Emmeline Susan.

JOHN BOWRING, youngest son of Benjamin, born at St. John's, Newfoundland, in 1824, also received his early education in England and then assisted his father at the Liverpool office. At twenty-one years of age he proceeded to Newfoundland to participate in the business of Bowring Brothers. There he married Mary Rennie in 1856, and twelve years later they sailed for England, with six young children and a nurse, in the little brigantine *Portia*. Those were days before regular steamship communication between Newfoundland and Europe, and Sir Edgar Bowring - who was one of the children - recalls the crossing very distinctly. The *Portia* made the voyage from St. John's to Queenstown in 13½ days. John Bowring became an active partner in the firm's business at Liverpool, and died in 1886, leaving six sons and three daughters. He was buried at the Ancient Chapel of Toxteth, of which he had been Treasurer for a number of years.

CHARLES BOWRING, second son of C. T. Bowring, was born in Newfoundland in 1840, crossing with his father to Liverpool four years later. He gained an experience in the Liverpool office and then went out to Newfoundland,

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afterwards taking charge of the business of Bowring Brothers. He was appointed a member of the Legislative Council in 1866 and represented Bonavista in the House of Assembly from 1873 to 1874. Charles Bowring married Miss Laura Warren, and they had six sons and one daughter, all of whom survived him. He died in Newfoundland in 1890.

GEORGE EDWARD BOWRING, born 1851, was the fourth son of C. T. Bowring, and received his early training in the office of Messrs. Lamport & Holt, at Liverpool, later joining Bowring & Jamieson at London, where he proved a very active business man and established there the marine insurance business which has since assumed such vast dimensions. He became a member of Lloyd's in 1873. In conjunction with Messrs. Naylor, Benson & Company, he established the English and American Shipping Company, Ltd. and was also responsible for formation of the St. Leonard's Wharf Company, London, and the opening of an office at Cardiff, where they had large storage tanks and distributed petroleum in the West of England. Before the business plans which he had outlined, however, reached full development, he died from an attack of typhoid fever in 1891.

HENRY ALFRED BOWRING, sixth son of John Bowring, was born at Liverpool in 1866, and gained his early business experience in the office of C. T. Bowring & Company, proceeding to Newfoundland in 1891, where he assisted Sir Edgar R. Bowring in the management of Bowring Brothers. In 1906 he returned to Liverpool and shared in the management of the Liverpool office throughout the difficult years of the War, but early in 1919 he succumbed to a sudden illness, and his genial temperament and sound commercial judgment were greatly missed by his many business friends and associates.

LAWRENCE BOWRING STODDART, eldest son of Lawrence Stoddart and Charlotte Stoddart (eldest daughter of C. T.

BENJAMIN BOWRING

Bowring), started his business career as an apprentice at the Liverpool office in 1882, proceeding to Newfoundland eight years later, where he remained for eighteen months. On the death of George E. Bowring in London, he proceeded from Newfoundland to New York and took charge of the office there when Sir Thomas B. Bowring went to London. He is a director of C. T. Bowring & Company, Limited, C. T. Bowring & Company (Insurance), Limited, Bowring, Jones & Tidy, Limited, and the Olympic Portland Cement Company. Mr. Stoddart was the winner of the first Amateur Golf Championship of America.

CHARLES WARREN BOWRING, eldest son of Charles Bowring, who died in 1890, is the senior director of Bowring & Company at New York. He is also a director of C. T. Bowring & Company, Limited, Bowring Brothers, Limited, and of the Export Sales Company, New York. He serves on the American Committee of Lloyd's Register. As a passenger on board the ill-fated *Lusitania* in 1915, he narrowly escaped death, and was in the water for some hours before being picked up. At the New York office he is assisted by his son, Charles W. Bowring, junior.

EDWARD HUGH BOWRING SKIMMING is a grandson of Edward Bowring, who died in 1873. A director of C. T. Bowring & Company, Limited, and its associated companies, he is also a director of Bowring Brothers, Limited, Bowring & Company, New York, and the Clink Wharf Co., Ltd. Mr. Skimming is a member of the Committee of Management of Lloyd's Register.

CLIVE BOWRING, born in 1877, was the eldest son of George Edward Bowring. He served an apprenticeship with Messrs. Harris & Dixon, Limited, and afterwards joined C. T. Bowring & Company, Limited, at their London office.



THE MOTOR SHIP "REGENT LION," BUILT AT WALLSEND, 1937

BIOGRAPHICAL

Specialising in the petroleum business, he devoted much time to the London and Cardiff affairs of the Bowring Petroleum Company, Limited, until that business was sold to the Mexican Eagle Oil Company. Unfortunately, in the prime of a most useful life, this valuable member of the firm passed away in 1935.

HENRY BOWRING, third son of C. T. Bowring, at various times served the firm at Newcastle and New York. His son, CHARLES THURSTON BOWRING, was educated at Shrewsbury School, took a degree at Lausanne University, and served apprenticeship with the Westinghouse Company at Pittsburgh. In 1913 he joined the State Elevator Company, and when war broke out enlisted in a Canadian regiment, receiving a commission in 1915, but was killed in action a year later, at thirty-five years of age.

SIR WALTER ERNEST HARGREAVES, a director of the firm, is the chairman of C. T. Bowring & Company (Insurance), Limited. He is also a director of the Aviation and General Insurance Company, Limited, and the World Auxiliary Insurance Company. In 1935 he received a knighthood for his services to the State in connection with insurance matters.

FREDERICK CLIVE BOWRING, eldest son of the late Henry Alfred Bowring, saw active service in France with the King's Liverpool Regiment. He is a director of C. T. Bowring & Company, Limited, and serves on the directorates of Bowring, Jones & Tidy, Limited; C.T. Bowring & Company (Fish Oils), Limited; C. T. Bowring & Company (Insurance), Limited, and other associated companies. He is also a director of the Anglo-Ecuadorian Oilfields, Limited, and the Lobitos Oilfields, Limited.

HARVEY BOWRING, second son of George Edward Bowring, is a director of the firm and its various companies,

BENJAMIN BOWRING

serving also on the boards of the English and American Insurance Company and the Ideal Fire and General Insurance Company. He served with the Royal Garrison Artillery during the War.

JOHN EDWARD BOWRING HOPE, M.A., a grandson of John Bowring, is the son of Dr. E. W. Hope (for many years the Medical Officer for the City of Liverpool), who married Miss Charlotte Rennie Bowring. He is on the Board of C. T. Bowring & Company, Limited, and several other Bowring companies, sharing the management of the Liverpool office with Mr. Edgar R. Bowring, junior.

EDWARD BOWRING TOMS, a grandson of Edward Bowring, who died in 1873, is a director of C. T. Bowring & Company, Limited, and its various companies. He serves also on the board of the Clink Wharf Company, Limited.

ERIC AUBREY BOWRING, a grandson of Charles T. Bowring, is the senior resident director of Bowring Brothers, Limited, in Newfoundland. He is also a director of C. T. Bowring & Company, Limited.

EDGAR RENNIE BOWRING, junior, the second son of Henry Alfred Bowring, served in France during the European War, and in 1920 proceeded to join Bowring Brothers, Limited, in Newfoundland, becoming a director of that firm. In 1936 he returned to Liverpool, and shares the management of the business there with Mr. J. E. B. Hope. He is a director of C. T. Bowring & Company, Limited, and also of Martins Bank, Limited.

CYRIL BOWRING, who manages the Works Control Department at the London office of C. T. Bowring & Company, Limited, is another grandson of Charles T. Bowring. He served in France with the King's Liverpool Regiment and the Royal Welch Fusiliers.

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WILLIAM BOWRING, second son of Charles Bowring, is a director of Da Costa & Company, of Barbados, and of the Barbados Mutual Life Assurance Company and Messrs. Knights, Limited. He saw active service in France with the Scottish Rifles and the Royal Air Force, and is a Member of the Order of the British Empire. Mr. Bowring is one of the leading commercial men in Barbados and also commands the Volunteer Force in that island.

SOURCES

In addition to the records in possession of the Bowring firm, many facts and details have been derived from the following printed books and periodicals:

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APPENDIX I

SAILING VESSELS OWNED BY THE BOWRING FIRM, 1818-1918

BENJAMIN BOWRING

Built		Tons	Built	Dimensions ft. in. ft. in.	
1818	Charlotte	44	Colonial		Sold, 1823
?	Margaret Jane	103	P. E. Island		Abandoned Atlantic, 1834
1818	Eagle	91	"		
1817	Dove	91	"		Sold, 1837
1834	Velocity	145	Whitehaven	75.0 X 21.2 X 12.9	Sold, 1852
1840	Kyante	125	P. E. Island	70.5 X 17.8 X 11.9	Out of Register, 1850
1842	Symmetry	125	Shoreham	78.6 X 17.8 X 12.0	Sold, 1860
1843	Harriet	207	Shoreham	96.0 X 20.5 X 13.5	Wrecked, 1856
1849	Emma	220	Bridport	101.8 X 20.5 X 13.5	Sold, 1871
1850	Titania	177	Greenock	107.1 X 21.7 X 13.1	Acquired, 1879
1851	Dante	289	Bridport	123.6 X 23.0 X 13.10	Wrecked, 1854
1852	Prospero	307	Bridport	122.5 X 24.3 X 14.9	Sold, 1861
1852	Oberon	348	Whitehaven	130.6 X 23.8 X 14.5	Sold at Brisbane, 1874
1854	Miranda	435	Liverpool	159.5 X 24.4 X 15.6	Sold, 1878
1854	Hermione	386	Liverpool	159.0 X 24.0 X 15.6	Sunk by collision, 1856
1855	Imogene	308	Bristol	138.0 X 23.6 X 14.4	Lost, 1863
1856	Prospero (II)	219	Chester	115.0 X 20.0 X 13.0	Lost, 1863
1857	Cymbeline	312	Bridport	120.1 X 25.0 X 14.7	Burnt at sea, 1876
1857	Imogene (II)	310	Bridport	138.1 X 23.7 X 14.4	Sold, 1865
1858	Trinculo	490	Bridport	103.1 X 21.6 X 13.7	Sold, 1859
1859	Romeo	186	Bridport	122.0 X 24.6 X 14.9	Wrecked, 1873
1860	Harriet (II)	360	Bridport		Sold, 1862
1861	Portia	556	Bridport		Sold, 1861
1861	Lord Clyde	197	Bridport	105.0 X 23.0 X 13.1	Missing, 1/10/1874
1863	Portia (II)	138	Bridport	92.0 X 21.3 X 12.2	Lost, 1881
1863	Bianca	546	Pt. Glasgow	165.8 X 28.0 X 17.5	Abandoned, 1883
1863	Jessica	1184	Pt. Glasgow	210.4 X 35.7 X 22.9	Sold, 1889
1863	Ophelia	1181	Pt. Glasgow	211.2 X 35.6 X 22.6	Lost by fire, 1884
1863	Oberon (II)				

APPENDIX I

Built		Tons	Built	Dimensions ft. in. ft. in.	
1864	Hamlet	1199	London	215.5 X 34.0 X 22.6	Lost, 1879 (ex Zoroaster)
1865	Britomart	598	Pt. Glasgow	172.5 X 28.5 X 18.4	Wrecked, 1881
1866	Fruit Girl	125	Ipswich	93.2 X 22.0 X 11.2	Sold, 1886
1867	Cordelia	598	Pt. Glasgow	172.4 X 28.4 X 18.5	Sold, 1911
1867	Sieve Bloom	816	N. Brunswick	166.0 X 33.7 X 20.0	Sold, 1889
1868	Spark	197	Rye	112.4 X 24.0 X 12.6	Sold, 1888
1868	Viola	611	Liverpool	171.8 X 27.9 X 18.5	Sold, 1898
869	Romeo (II)	641	Liverpool	174.4 X 29.8 X 18.5	Lost, 1882
1869	Belle	216	P. E. Island	104.2 X 24.4 X 12.9	Acquired, 1879
1869	Juliet	1243	Belfast	214.0 X 34.0 X 22.5	Lost, Cape Horn, 1878
1872	William	207	Bridport	114.9 X 24.2 X 12.9	Lost, 1906
1873	Ariel	112	Bridport	94.0 X 20.2 X 10.6	Sold, 1890
1873	Harriet (III)	257	Bridport	119.5 X 24.9 X 13.6	Lost, Pouch Cove, 1882
1873	Titania (II)	265	Bridport	125.6 X 24.9 X 13.6	Lost, 1879
1873	Silvia	113	Bridport	94.3 X 21.3 X 10.6	Sold, 1890
1874	Bessie Dodd	125	Barnstaple	107.0 X 23.8 X 12.6	Lost St. Shotts, 1906
1875	Othello	1514	Liverpool	233.6 X 37.8 X 22.7	Sold, 1899
1875	Desdemona	1564	Liverpool	242.0 X 37.7 X 22.9	Sold, 1899
1875	Adamantine	235	Maryport	124.5 X 24.0 X 11.4	Abandoned Atlantic, 1883
1875	Carpasian	299	Ayr	131.6 X 26.1 X 12.9	Sold, 1904
1876	May Cory	178	Bidford	107.8 X 24.0 X 11.4	Sold, 1899
1876	Retriever	216	Dartmouth, N.S.	117.8 X 22.8 X 13.6	Total loss, 1905
1877	Vidonia	206	Bridport	114.5 X 23.1 X 12.5	Missing, 1892
1879	Ulster	290	Belfast	128.7 X 27.2 X 12.8	Sold, 1913
1881	Dunure	198	Troon	112.0 X 22.9 X 11.8	Sold, 1903
1882	Imogene (III)	203	Troon	113.0 X 22.3 X 12.0	Missing, Oct. 1898
1882	Glenfinlas	2148	Sunderland	330.4 X 35.3 X 24.0	Sold, 1899
1882	Glenorchy	2149	Sunderland	321.3 X 39.3 X 21.2	Sold, 1909
1885	Margaret Murray	184	Grangemouth	107.2 X 23.7 X 11.7	Sold, 1901
1888	Thetis	380	P. E. Island	139.9 X 29.5 X 14.0	Sold, 1911
1889	Wenonah	100	Liverpool, N.S.	82.8 X 23.5 X 9.3	Lost Trepassey, 1901
1893	Titania	253	Amsterdam	136.8 X 25.3 X 10.9	Total loss, 1904
1900	Ariel (III)	285	Nova Scotia	124.4 X 30.5 X 10.7	Total loss, 1916
1901	Nellie Louise	282	Le Have, N.S.	115.4 X 29.3 X 11.0	

APPENDIX II

LIST OF VESSELS OWNED BY THE BOWRING FIRM, 1818-1937

<i>Built</i>			<i>Tons</i>	
1818	<i>Charlotte</i>	Schooner	44	Colonial-built
?	<i>Margaret Jane</i>	Brig	103	"
1818	<i>Eagle</i>	Schooner	91	Prince Edward Is.
1818	<i>Dove</i>	Schooner	91	"
1834	<i>Velocity</i>	Brig	145	"
1840	<i>Kyanite</i>	Brig	124	Whitehaven
1842	<i>Symmetry</i>	Brig	125	Prince Edward Is.
1843	<i>Harriet</i>	Schooner	125	Shoreham
1849	<i>Emma</i>	Brig	207	Shoreham
1850	<i>Titania</i>	Brig	220	Bridport
1851	<i>Dante</i>	Brigantine	177	Greenock
1852	<i>Prospero</i>	Barque	289	Bridport
1852	<i>Oberon</i>	Barque	307	Bridport
1854	<i>Miranda</i>	Barque	348	Whitehaven
1854	<i>Hermione</i>	Iron Ship	386	Liverpool
1855	<i>Imogene</i>	Iron Ship	386	Liverpool
1856	<i>Prospero (II)</i>	Iron Barque	308	Bristol
1857	<i>Cymbeline</i>	Iron Brig	219	Chester
1857	<i>Imogene (II)</i>	W. Barque	312	Bridport
1858	<i>Trinculo</i>	Iron Barque	310	Bristol
1859	<i>Romeo</i>	W. Barque	490	Bridport
1860	<i>Harriet (II)</i>	Brigantine	186	Bridport
1861	<i>Portia</i>	W. Barque	360	Bridport
1861	<i>Lord Clyde</i>	W. Barque	556	Bridport
1863	<i>Portia (II)</i>	Brigantine	197	Bridport
1863	<i>Bianca</i>	Schooner	138	Bridport
1863	<i>Jessica</i>	Iron Barque	546	Port Glasgow
1863	<i>Ophelia</i>	Iron Ship	1,184	Port Glasgow
1863	<i>Oberon (II)</i>	Iron Ship	1,181	Port Glasgow
1864	<i>Hamlet</i>	Iron Ship	1,199	London
—	<i>Hawk</i>	W. Steamer	283	ex H.M.S. <i>Plover</i>
1865	<i>Britomart</i>	Iron Barque	598	Port Glasgow

BENJAMIN BOWRING

<i>Built</i>		<i>Tons</i>	
1866	<i>Fruit Girl</i>	Schooner 125	Ipswich
1867	<i>Cordelia</i>	Iron Barque 598	Port Glasgow
1867	<i>Slieve Bloom</i>	W. Barque 816	New Brunswick
1868	<i>Spark</i>	Schooner 197	Rye
1868	<i>Viola</i>	Iron Barque 611	Liverpool
1869	<i>Romeo (II)</i>	Iron Barque 641	Liverpool
1869	<i>Belle</i>	Brigantine 216	P. E. Island
1869	<i>Juliet</i>	Iron Ship 1,243	Belfast
1871	<i>Eagle (II)</i>	W. Steamer 506	Dundee
1872	<i>William</i>	Brigantine 207	Bridport
1872	<i>Falcon</i>	Steamer 458	Bremerhaven
1872	<i>Ranger</i>	Steamer 520	Dundee
1873	<i>Kite</i>	Steamer 280	Brake
1873	<i>Ariel</i>	Brigantine 112	Bridport
1873	<i>Harriet (III)</i>	Brigantine 257	Bridport
1873	<i>Titania (II)</i>	Brigantine 265	Bridport
1873	<i>Silvia</i>	Brigantine 113	Bridport
1874	<i>Bessie Dodd</i>	Schooner 174	Barnstaple
1875	<i>Othello</i>	Iron Ship 1,514	Liverpool
1875	<i>Desdemona</i>	Iron Ship 1,564	Liverpool
1875	<i>Adamantine</i>	Barquentine 235	Maryport
1875	<i>Carpasian</i>	Barquentine 299	Ayr
1875	<i>May Cory</i>	Barquentine 178	Bideford
1876	<i>Retriever</i>	Barquentine 216	Dartmouth, N.S.
1876	<i>Aurora</i>	W. Steamer 551	Dundee
1877	<i>Vidonia</i>	Brigantine 206	Bridport
1877	<i>Curlew</i>	Comp. Stmr. 473	Liverpool
1877	<i>Plover</i>	Comp. Stmr. 473	Liverpool
1879	<i>Ulster</i>	Barquentine 290	Belfast
1880	<i>Titania (III)</i>	Steamer 2,346	Middlesbrough
1881	<i>Juliet (II)</i>	Steamer 2,090	Middlesbrough
1881	<i>Dunure</i>	Barquentine 198	Troon
1881	<i>Viking</i>	W. Steamer 586	Arendal
1882	<i>Imogene (III)</i>	Schooner 203	Troon
1882	<i>Glenfinlas</i>	Steel Ship 2,148	Sunderland
1882	<i>Glenorchy</i>	Steel Ship 2,149	Sunderland
1883	<i>Romeo (III)</i>	Steamer 1,483	Middlesbrough
1884	<i>Portia (III)</i>	Steamer 1,158	Newcastle
1884	<i>Miranda (II)</i>	Steamer 1,158	Newcastle
1884	<i>Capulet</i>	Steamer 2,346	Middlesbrough

APPENDIX II

<i>Built</i>		<i>Tons</i>	
1884	<i>Terra Nova</i>	W. Steamer 764	Dundee
1885	<i>Margaret Murray</i>	Schooner 184	Grangemouth
1885	<i>Silvia (II)</i>	Steamer 1,708	ex <i>Baghdadi</i>
1887	<i>Tafna</i>	Steamer 2,231	South Shields
1888	<i>Thetis</i>	Barquentine 380	P. E. Island
1888	<i>Avalon</i>	Steamer 2,083	Newcastle
1888	<i>Guy Colin</i>	Steamer 2,234	Sunderland
1889	<i>Wenonah</i>	Schooner 100	Liverpool, N.S.
1889	<i>Benisaf</i>	Steamer 1,934	Sunderland
1889	<i>Elba</i>	Steamer 2,271	Middlesbrough
1890	<i>Benedick</i>	Steamer 2,714	Newcastle
1890	<i>Bona</i>	Steamer 2,427	Middlesbrough
1890	<i>Bear Creek</i>	Steamer 2,411	Newcastle
1890	<i>Beacon Light</i>	Steamer 2,763	Newcastle
1890	<i>Rosalind</i>	Steamer 2,568	ex <i>Admiral</i>
1891	<i>Justin</i>	Steamer 2,206	Middlesbrough
1892	<i>Inca</i>	Steamer 3,057	Blyth
1892	<i>Mokta</i>	Steamer 2,434	South Shields
1892	<i>Vera</i>	Steamer 2,899	Wallsend
1893	<i>Snowflake</i>	Steamer 2,710	Newcastle
1893	<i>Algerine</i>	Steamer 500	Belfast
1893	<i>Titania (IV)</i>	Barquentine 253	Amsterdam
1894	<i>Huelva</i>	Steamer 2,642	South Shields
1895	<i>Adra</i>	Steamer 2,794	South Shields
1895	<i>Murcia</i>	Steamer 2,644	South Shields
1897	<i>Roda</i>	Steamer 2,516	Dumbarton
1898	<i>Pola</i>	Steamer 3,067	South Shields
1899	<i>Mora</i>	Steamer 3,047	South Shields
1899	<i>Lucifer</i>	Steamer 3,823	Wallsend
1899	<i>Magnific</i>	Steamer 241	Dundee
1900	<i>Ariel</i>	Barquentine 285	Nova Scotia
1901	<i>Mira</i>	Steamer 3,733	South Shields
1901	<i>Catalone</i>	Steamer 3,788	Wallsend
1901	<i>Mystic</i>	Steamer 3,793	Wallsend
1901	<i>Alba</i>	Steamer 3,733	Newcastle
1901	<i>Kinsman</i>	Steamer 4,534	Newcastle
1901	<i>Nellie Louise</i>	Schooner 282	Le Have, N.S.
1902	<i>Dominion</i>	Steamer 4,021	Wallsend
1902	<i>Eagle (III)</i>	Steamer 677	Sandefjord
1902	<i>Cymbeline (II)</i>	Steamer 4,505	Newcastle

BENJAMIN BOWRING

Built			Tons	
1904	<i>Portia</i> (IV)	Steamer	978	Port Glasgow
1904	<i>Prospero</i> (III)	Steamer	978	Port Glasgow
1905	<i>Othello</i> (II)	Steamer	3,680	Blyth
1905	<i>Zafra</i>	Steamer	3,578	Middlesbrough
1906	<i>Gafsa</i>	Steamer	3,922	Sunderland
1906	<i>Hermione</i> (II)	Steamer	4,519	Newcastle
1907	<i>Oberon</i> (III)	Steamer	5,142	Newcastle
1908	<i>Trinculo</i> (II)	Steamer	5,203	Wallsend
1908	<i>Brika</i>	Steamer	3,549	Middlesbrough
1908	<i>Camillo</i>	Steamer	5,135	Newcastle
1908	<i>Hermione</i> (III)	Steamer	5,200	Wallsend
1909	<i>Florizel</i>	Steamer	3,081	Glasgow
1909	<i>Silvia</i> (IV)	Steamer	3,589	Danzig, ex <i>Orel</i>
1910	<i>Lorca</i>	Steamer	4,129	South Shields
1911	<i>Tafna</i> (II)	Steamer	4,398	Sunderland
1911	<i>Stephano</i>	Steamer	3,449	Port Glasgow
1911	<i>Rosalind</i> (III)	Steamer	2,390	Glasgow
1912	<i>Silvia</i> (III)	Steamer	5,268	Newcastle
1912	<i>Noya</i>	Steamer	4,282	Sunderland
1912	<i>Cordelia</i> (II)	Steamer	6,532	Wallsend
1913	<i>Rosalind</i> (II)	Steamer	6,585	Wallsend
1913	<i>Elsinore</i>	Steamer	6,542	Wallsend
1914	<i>Lompoc</i>	Steamer	7,270	Port Glasgow
1915	<i>Hueva</i> (II)	Steamer	4,867	Stockton
1915	<i>Murcia</i> (II)	Steamer	4,871	Sunderland
1917	<i>Adra</i> (II)	Steamer	4,860	Sunderland
1918	<i>Merida</i>	Steamer	5,951	Newcastle
1918	<i>Beothic</i>	Steamer	1,825	U.S.A.
1920	<i>Konda</i>	Steamer	4,943	South Shields
1924	<i>Anthea</i>	Steamer	5,186	Ardrossan
1924	<i>Urla</i>	Steamer	5,198	Ardrossan
1926	<i>Nerissa</i>	Steamer	5,583	Port Glasgow
1927	<i>Cymbeline</i> (III)	Steamer	6,300	Port Glasgow
1928	<i>Benedick</i> (II)	M. Ship	6,955	Scotstoun
1929	<i>Imogene</i> (IV)	Steamer	1,638	Southbank
1932	<i>Capulet</i> (II)	M. Ship	8,190	Wallsend
1932	<i>Cordelia</i> (III)	M. Ship	8,190	Wallsend
1937	<i>Regent Lion</i>	M. Ship	9,557	Wallsend
1937	<i>Regent Panther</i>	M. Ship	9,556	Wallsend
1937	<i>Regent Tiger</i>	M. Ship	14,250 d.w.	Wallsend

APPENDIX III

LIST OF SHIP MASTERS WHO SERVED THE BOWRING FIRM, 1822-1900

Master	Vessel	Service
J. SNOOK	<i>Eagle</i>	1822-1824
J. PRIDHAM	<i>Eagle</i>	1826-1833
T. BLACKSTONE	<i>Velocity</i>	1835
W. FATHOM, or TATHAM	<i>Velocity</i>	1836
— WHITEWAY	<i>Harriet</i>	1843-1846
"	<i>Symmetry</i>	1846
WM. WILLIAMS	<i>Harriet</i>	1845-1848
"	<i>Emma</i>	1849-1850
"	<i>Titania</i>	1851-1852
"	<i>Oberon</i>	1852-1853
"	<i>Miranda</i>	1854 and 1856-1857
"	<i>Imogene</i> (I)	1855
"	<i>Imogene</i> (II)	1857-1863
"	<i>Jessica</i>	1864-1867
"	<i>Viola</i>	1868-1875
"	<i>Oberon</i>	1873
"	<i>Cordelia</i>	1876
"	<i>Hamlet</i>	1880
J. JELLARD	<i>Symmetry</i>	1844-1845
WALTER WILLIAMS	<i>Titania</i>	1880
"	<i>Juliet</i>	1883
"	<i>Romeo</i>	1884-1887
"	<i>Tafna</i>	1888
JOHN TOWILL	<i>Symmetry</i>	1847-1848
"	<i>Harriet</i>	1849-1850
"	<i>Emma</i>	1851-1852
"	<i>Prospero</i>	1854
"	<i>Hermione</i>	1855-1862

BENJAMIN BOWRING

Master	Vessel	Service
HENRY TOWILL	<i>Hermione</i>	1863
"	<i>Oberon</i>	1863-1873
"	<i>Othello</i>	1874-1875
"	<i>Desdemona</i>	1875-1880
C. TOWILL	<i>Hermione</i>	1871-1873
"	<i>Britomart</i>	1875
— LUSCOMBE	<i>Harriet</i>	1850
— ALLEN	<i>Harriet</i>	1851
W. WARREN	<i>Kyanite</i>	1850
J. GOLDSWORTHY	<i>Kyanite</i>	1851
"	<i>Harriet</i>	1852-1853
"	<i>Oberon</i>	1854
"	<i>Titania</i>	1858
"	<i>Annie Lawrie</i>	1859-1853
F. JONES	<i>Harriet</i>	1854-1855
"	<i>Titania</i>	1857-1858
J. W. SYMONDS	<i>Harriet</i>	1857-1858
"	<i>Oberon</i>	1858-1860
"	<i>Miranda</i>	1861-1863
"	<i>Defiance</i>	1863-1867
"	<i>Cordelia</i>	1867-1875
"	<i>Titania</i>	1853-1856
H. PEARCE	<i>Oberon</i>	1857-1858
"	<i>Trinculo</i>	1858-1860
"	<i>Hawk</i>	1865-1866
"	<i>Harriet</i>	1859
F. SHARD	<i>Symmetry</i>	1849-1850
A. PALFREY	<i>Titania</i>	1852-1853
"	<i>Kyanite</i>	1852
T. FERRIS	<i>Emma</i>	1853-1854
"	<i>Emma</i>	1855-1856
T. WHITE	<i>Miranda</i>	1857
"	<i>Regina</i>	1856
J. CONGDON	<i>Annie Lawrie</i>	1857-1859
"	<i>Titania</i>	1860-1863
"	<i>Miranda</i>	1863-1867
"	<i>Jessica</i>	1868-1880
"	<i>Titania</i>	1863
W. STICKLAND		

APPENDIX III

Master	Vessel	Service
W. STICKLAND	<i>Ophelia</i>	1863-1876
J. W. THOMAS	<i>Titania</i>	1863-1868
"	<i>Romeo</i>	1869-1872
"	<i>Othello</i>	1875-1880
E. M. GUY	<i>Titania</i>	1869-1872
T. TAVERNER	<i>Oberon</i>	1855-1856
"	<i>Prospero</i>	1856-1859
T. CUMMINGS	<i>Miranda</i>	1858
J. W. RYAN	<i>Miranda</i>	1859-1860
R. McNABB	<i>Miranda</i>	1868
"	<i>Bianca</i>	1869
"	<i>Harriet</i>	1870-1871
"	<i>Miranda</i>	1871
N. WAKEHAM	<i>Bianca</i>	1863-1867
"	<i>Miranda</i>	1868-1870
S. WAKEHAM	<i>Hamlet</i>	1876
J. GREGORY	<i>Hermione</i>	1864-1871
F. SHAVE	<i>Prospero</i>	1860
C. NEWMAN	<i>Miranda</i>	1855-1856
— KING	<i>Prospero</i>	1861
J. THOMPSON	<i>Cymbeline</i>	1857-1859
W. SMITH	<i>Harriet</i>	1860-1862
"	<i>Imogene</i>	1863-1866
D. C. DOWNS	<i>Portia</i>	1864-1866
"	<i>Imogene</i>	1868-1871
F. DIMOND	<i>Trinculo</i>	1861-1864
G. GILBERD	<i>Harriet</i>	1864-1869
S. J. THOMPSON	<i>Portia</i>	1867-1869
"	<i>Hermione</i>	1871
S. JAMES	<i>Portia</i>	1870
— PROUT	<i>Bianca</i>	1870-1871
W. R. BARTLETT	<i>Britomart</i>	1867
— WORDENS	<i>Cordelia</i>	1870
W. H. DUGUID	<i>Juliet</i>	1869-1876
G. DYER	<i>Harriet</i>	1871
J. J. KELLY	<i>Harriet</i>	1871

BENJAMIN BOWRING

Master	Vessel	Service
G. HILL.	<i>Bianca</i>	1871 and 1873
"	<i>Miranda</i>	1873
"	<i>Harriet</i>	1876
W. ROBERTS	<i>Miranda</i>	1873
"	<i>Bianca</i>	1874-1875
W. R. LAVERS	<i>Hermione</i>	1874-1875
"	<i>Britomart</i>	1881
"	<i>Bianca</i>	1880
"	<i>Imogene</i>	1875
J. C. SHEKEL	<i>Harriet</i>	1875-1880
"	<i>Ulster</i>	1884-1891
"	<i>Adamantine</i>	1880-1882
J. GOSS	<i>May Cory</i>	1884-1898
"	<i>Carpasian</i>	1898-1901
"	<i>Viola</i>	1893
J. EVANS	<i>Desdemona</i>	1895-1899
"	<i>Othello</i>	1876
J. J. EFFORD	<i>Ophelia</i>	1877-1881
"	<i>Romeo</i>	1880
D. BERRY	<i>Bianca</i>	1876
P. PINGEL	<i>Miranda</i>	1884-1887
— BINDON	<i>Ophelia</i>	1884-1885
J. MODDRELL	<i>Slieve Bloom</i>	1887
— MORRISEY	<i>Ophelia</i>	1885-1889
— FEATHERSTONAUGH	<i>Curlew</i>	1883
G. MANUEL	<i>Plover</i>	1883
A. FRANCIS	<i>Titania</i>	1881-1883
C. O'NEILL	<i>Romeo</i>	1876
D. B. C. CLARKE	<i>Fruit Girl</i>	1880
J. DRISCOLL	<i>Spark</i>	1879-1883
EDWARD NORRIS	<i>Silvia</i>	1880
L. LAMBERT	<i>Ophelia</i>	1881-1884
"	<i>Viola</i>	1870-1873
JOS. WILLIAMS	<i>Viola</i>	1876
J. W. L. ROE	<i>Imogene</i>	1889-1898
J. BEAVIS	<i>Silvia</i>	1890
"		

APPENDIX III

Master	Vessel	Service
J. WILSON	<i>Vidonia</i>	1889-1898
"	<i>Silvia</i>	1887-1889
J. H. PRICE	<i>Viola</i>	1880-1890
"	<i>Othello</i>	1893-1899
O. OWEN	<i>Cordelia</i>	1883-1885
"	<i>Cordelia</i>	1886-1898
"	<i>Desdemona</i>	1898-1899
J. CLARKE	<i>Adamantine</i>	1889-1891
"	<i>Silvia</i>	1896-1900
"	<i>Miranda</i>	1893
"	<i>Harriet</i>	1882
W. J. FARRELL	<i>Adamantine</i>	1887-1888
"	<i>Portia</i>	1896-1899
— TUCKER	<i>Ariel</i>	1887-1889
REG. COX	<i>Benedick</i>	1899-1900
A. PATERSON	<i>Glenfinlas</i>	1893-1897
H. DAWSON	<i>Portia</i>	1887-1889
"	<i>Tafna</i>	1889
"	<i>Bear Creek</i>	1891
"	<i>Guy Colin</i>	1893
W. F. SERGEANT	<i>Cordelia</i>	1883
"	<i>Jessica</i>	1883
— THORBURN	<i>Avalon</i>	1889
G. RHYNAS	<i>Bear Creek</i>	1892
"	<i>Capulet</i>	1893
"	<i>Snowflake</i>	1895-1896
W. H. EILLS	<i>Capulet</i>	1887-1896
"	<i>Benedick</i>	1898
J. BARON	<i>Silvia</i>	1876
"	<i>Cordelia</i>	1878-1883
"	<i>Desdemona</i>	1887-1891
"	<i>Glenorchy</i>	1893-1896
— COLLINS	<i>Dunure</i>	1890-1902
"	<i>Ariel</i>	1889-1890
F. ASH	<i>Curlew</i>	1889
"	<i>Portia</i>	1893
F. C. UMENS	<i>Viola</i>	1895-1896

BENJAMIN BOWRING

Master	Vessel	Service
W. H. NORCOTT	<i>Portia</i>	1898
"	<i>Silvia</i>	1895
"	<i>Benedick</i>	1897
G. GUNDRY	<i>Benisaf</i>	1893-1894
"	<i>Murcia</i>	1897
"	<i>Justin</i>	1897-1898
"	<i>Mokta</i>	1899
ERNEST COX	<i>Avalon</i>	1890-1894
P. LEACH	<i>Bona</i>	1891-1894
"	<i>Guy Colin</i>	1888-1889
J. TWEDDLE	<i>Justin</i>	1893
W. TOWILL	<i>Avalon</i>	1889
"	<i>Guy Colin</i>	1889-1891
"	<i>Mokta</i>	1893
W. HARRIS	<i>Tafna</i>	1892-1894
"	<i>Avalon</i>	1889

APPENDIX IV

LIST OF NEWFOUNDLAND SEALING MASTERS

	S.S.		S.S.
FRANCIS ASH	<i>Kite</i>	1887-1888	
R. BADCOCK	<i>Ranger</i>	1931-1933	
J. BARTLETT	<i>Viking</i>	1928-1929	
B. BARBOUR	<i>Kite</i>	1908	
WM. BARTLETT	<i>Algerine</i>	1902-1903	<i>Viking</i> . 1904-1913
"	<i>Terra Nova</i>	1914-1915	<i>Viking</i> . 1916-1926
WM. BARTLETT, JR.	<i>Viking</i>	1914-1915	<i>Ranger</i> . 1916
HENRY BARTLETT	<i>Algerine</i>	1893-1914	
R. A. BARTLETT	<i>Kite</i>	1901	<i>Algerine</i> . 1905
NOAH BISHOP	<i>Algerine</i>	1909-1912	
EDWARD BISHOP	<i>Algerine</i>	1906	<i>Ranger</i> . 1907-1908
A. BLACKWOOD	<i>Eagle</i>	1926-1928	<i>Imogene</i> . 1929-1937
"	<i>Terra Nova</i>	1909	<i>Eagle</i> . 1912-1923
"	<i>Eagle</i>	1925-1926	
WILLIAM CARROLL	<i>Kite</i>	1909-1912	
CHARLES CARTER	<i>Kite</i>	1881	
PAT. DELANY	<i>Kite</i>	1878-1879	<i>Eagle</i> . 1880-1886
J. GILHAM	<i>Kite</i>	1906-1907	
DAN GREEN	<i>Kite</i>	1894-1897	<i>Algerine</i> . 1901
"	<i>Kite</i>	1902-1903	<i>Algerine</i> . 1904
"	<i>Ranger</i>	1905	<i>Aurora</i> . 1906-1911
SYD HILL	<i>Eagle</i>	1933	
WM. JACKMAN	<i>Hawk</i>	1867-1870	<i>Eagle</i> . 1871-1872
ARTHUR JACKMAN	<i>Hawk</i>	1871-1876	<i>Falcon</i> . 1877-1879
"	<i>Eagle</i>	1887-1893	<i>Aurora</i> . 1894-1897
"	<i>Terra Nova</i>	1898-1903	<i>Eagle</i> . 1904-1906
THOMAS JACKMAN	<i>Kite</i>	1884	
JAS. JOY	<i>Kite</i>	1898	
A. KEAN, JR.	<i>Ranger</i>	1927-1930	<i>Viking</i> . 1923
BEN. KEAN	<i>Kite</i>	1882	

BENJAMIN BOWRING

	S.S.		S.S.
ABRAM KEAN .	<i>Aurora</i> . 1898-1905	<i>Terra Nova</i> . 1906-1909	
"	<i>Florizel</i> . 1909-1911	<i>Stephano</i> . 1912	
"	<i>Terra Nova</i> 1917-1923,	1925-1926,	1932-1934
PETER KENT .	<i>Kite</i> . 1880		
WM. KNEE .	<i>Kite</i> . 1877	<i>Eagle</i> . 1878	
"	<i>Falcon</i> . 1880-1888	<i>Kite</i> . 1889-1893	
JOB KNEE .	<i>Kite</i> . 1877	<i>Algerine</i> . 1895-1900	
"	<i>Ranger</i> . 1903-1905		
KEN KNEE .	<i>Ranger</i> . 1921-1926	<i>Terra Nova</i> . 1927	
"	<i>Eagle</i> . 1930-1931		
A. PARSONS .	<i>Kite</i> . 1918		
J. PARSONS .	<i>Terra Nova</i> 1931-1933		
WM. RYAN .	<i>Eagle</i> . 1872		
JAMES RYAN .	<i>Kite</i> . 1904		
B. SNELGROVE .	<i>Hawk</i> . 1867		
ED. WHITE .	<i>Hawk</i> . 1866		
RD. WHITE .	<i>Kite</i> . 1883		
G. WHITELEY .	<i>Viking</i> . 1927		
S. R. WINSOR .	<i>Algerine</i> . 1907-1908	<i>Ranger</i> . 1909-1911	
"	<i>Terra Nova</i> 1916	<i>Ranger</i> . 1917-1920	
JAS. YOUNG .	<i>Kite</i> . 1899-1900		

APPENDIX V

SOME PAGES FROM A SHIPOWNER'S NOTEBOOK, 1843

*Memorandum of First Cost and Dimensions of "Harriet" Schooner,
Built at Shoreham in December 1843.*

	£	s.	d.
Hull	1,512	0	0
Extra Carpenters and Blacksmiths Work	34	15	3
Cordage for Running and Standing Rigging etc.			
Warps	108	19	1
Riggers	24	0	6
Sails	135	3	4
Anchors and Tank	60	5	1
Copper Nails and Sheathing Paper	143	4	9
Chain Cables	67	1	1
Camboose, 7.10; stoves, 6 and 2; Tank Pump, 21.0; Binnacle, 3; Compass, 2.10; Lamp Weather Glass, 3; and Sundry Articles in this way	45	2	4
Captain's Wages and Diet Superintending	35	10	11
Freight of Stores, etc. to Shoreham and Insurance	34	9	3
Ship Chandlery	45	19	4
Travelling Expenses	13	19	1
Medicine Chest, etc.	4	9	4
Paid Captain Saunders for his assistance	5	0	0
Sundries	25	0	0
	2,295	7	4
Deduct for overcharges allowed	16	16	7
	2,278	10	9
Chronometer	25	0	0
Provisions to proceed to N.Fld.	49	8	7
Stationery	1	7	4
Carpenters in Liverpool	6	1	11
Pilotage, etc.	8	19	6
Coopers Stoves	5	1	9
Steam Boat out and Boat	8	18	3
Lumper	4	13	6
	2,388	1	7

BENJAMIN BOWRING

	£	s.	d.	£	s.	d.
<i>Brought forward</i>				2,388	1	7
Cargo of Salt	74	2	0			
Insurance	157	10	6	231	12	6
				2,619	14	1
DEDUCT Freight of Flint Boulders from Shoreham				25	11	6
				£2,594	2	7

Ft. In.

Contract Dimensions:

Length from fore part of Main Stern to after part of Stern Post	83	6
Length of Keel on blocks	76	0
Rake of Stern Post	3	6
Extreme Breadth	20	0
Depth of Hold at Midships	12	0

Registered Tonnage - 124 Tons N.M. (Supposed old measure 144)

Harriet's register dimensions:

Length 78½; Breadth 17½; Depth 12. Length etc. of spars:

	<i>Ft. In.</i>	<i>Ft. In.</i>
Main Mast Extreme	62 6	Head 7 0
Fore Mast	59 6	7 0
Bowsprit	27 0	
Main Top Mast Extreme	33 0	5 0
Fore " "	18 0	
" " " Gallant Mast	9 0	
" Royal Mast	6 0	Pole 1 3
Fore Yard ex	46 0	Arm 2 6
" Topsail Yard	32 0	" 1 9
" Top Gallant	22 0	" 1 0
Main Boom	42 0	
" Guff	25 0	
Fore Guff	22 0	
Jib Boom	29 0	
Flying Jib Boom	8 0	Pole 2 9

per ton £10 10s. 0d. as per contract.

Number of Sheets of Yellow Metal used in coppering the Harriet in August 1850:

387 sheets 22 oz.

81 " 24 "

76 " 26 "

544 sheets and 4 cwt. Nails.

APPENDIX V

Old Sheathing returned August 1855 when re-coppered - 17. 1. 17

Cost in Shoreham £15 16s. 6d. per ton O.M.

or £18 7s. 5d. per ton N.M.

Cost at Sea with a cargo of Salt on board and 12 mos. Insurance is:

£18 0s. 4d. per ton O.M. or

£20 18s 5d. " " N.M.

or deducting cargo is: £17 10s. 3d. per ton O.M. or

£20 6s. 9d. per ton N.M.

with 12 mos. Ins. and Provisions say for 3 mos. and Advance Notes.

APPENDIX VI

SOME RAPID PASSAGES

<i>Year</i>		<i>Newfoundland</i>	
1894	<i>Imogene</i>	St. John's to Queenstown	11 days
1896	<i>William</i>	St. John's to Liverpool	12 days
1904	<i>Carpasian</i>	Cape Broyle N.F. to Bowling	12 days
1888	<i>Spark</i>	St. John's to Liverpool	13 days
1905	<i>Cordelia</i>	St. John's to Glasgow	12 days
1887	<i>Adamantine</i>	St. John's to Liverpool	13 days
1890	<i>Dunure</i>	St. John's to Liverpool	12 days
1900	<i>Vidonia</i>	St. John's to Liverpool	13 days

		<i>Australian Trade</i>	
1894	<i>Othello</i>	Ireland to Melbourne	77 days
1893	<i>Desdemona</i>	London to Melbourne	79 days
1892	<i>Othello</i>	Havre to Melbourne	79 days
1870	<i>Juliet</i>	Liverpool to Melbourne	82 days
1878	<i>Othello</i>	Liverpool to Melbourne	82 days
1877	<i>Cordelia</i>	Liverpool to Melbourne	87 days
1875	<i>Oberon</i>	Liverpool to Melbourne	88 days
1875	<i>Oberon</i>	Melbourne to London	105 days
1893	<i>Desdemona</i>	Melbourne to Falmouth	100 days
1892	<i>Othello</i>	Melbourne to Havre	106 days
1877	<i>Ophelia</i>	London to Adelaide	88 days
1868	<i>Viola</i>	Liverpool to Adelaide	100 days
1876	<i>Jessica</i>	Adelaide to Liverpool	101 days
1874	<i>Romeo</i>	Liverpool to Sydney	102 days
1883	<i>Ophelia</i>	Liverpool to Sydney	90 days
1875	<i>Ophelia</i>	London to Brisbane	92 days

		<i>Indian Trade</i>	
1875	<i>Desdemona</i>	Liverpool to Calcutta	85 days
1877	<i>Oberon</i>	Liverpool to Calcutta	91 days
1876	<i>Othello</i>	Liverpool to Rangoon	82 days
1877	<i>Oberon</i>	Liverpool to Bombay	86 days
1877	<i>Desdemona</i>	Liverpool to Bombay	86 days

BENJAMIN BOWRING

Year		<i>Pacific Trade</i>	
1880	<i>Oberon</i>	Liverpool to Honolulu	110 days
1884	<i>Othello</i>	Cardiff to San Francisco	116 days
1883	<i>Cordelia</i>	Wilmington to Liverpool	111 days
1880	<i>Oberon</i>	San Francisco to Queenstown	112 days
1872	<i>Jessica</i>	Liverpool to Valparaiso	88 days
1878	<i>Jessica</i>	Valparaiso to Liverpool	82 days
1883	<i>Viola</i>	Liverpool to Valparaiso	90 days
1895	<i>Desdemona</i>	Talcahuano to Bristol	86 days
1888	<i>Cordelia</i>	Glasgow to Valparaiso	88 days

APPENDIX VII

MINIATURE PAINTINGS EXHIBITED AT THE ROYAL ACADEMY, 1773-1808, BY BENJAMIN AND JOSIAH BOWRING

BENJAMIN BOWRING. Miniature Painter, at Mr. Liart's, Little Compton Street, Soho.

Year.

- *1773. Portrait of a Gentleman.
- 1775. A small portrait in oil.

BENJAMIN BOWRING. Miniature Painter, at 21 Wells Street.

- 1777. Portrait of a Young Lady, in miniature.
- 1777. Apollo and Diana.
- 1779. Portrait of a Gentleman, miniature.
- 1780. Portrait of a Gentleman.
- 1780. Portrait of a Nobleman.

BENJAMIN BOWRING. Miniature Painter, Tavistock Street.

- 1781. Portrait of a Gentleman.
- 1781. Portrait of a Gentleman.
- 1781. A drawing in red chalk.
- 1781. A drawing in red chalk.

J. (JOSIAH) BOWRING. Miniature Painter, 50 Chiswell Street.

- 1787. Portrait of a Gentleman.
- 1788. Portrait of a Lady.

*At a general meeting of the Academicians held at Somerset House, the following gentlemen were elected for the year ensuing:—Sir Joshua Reynolds (then follow seventeen names). A silver medal for the best drawing of an Academy figure was adjudged to Mr. Benjamin Bowring. (*Gentleman's Magazine*, 10th December, 1773.)

BENJAMIN BOWRING

J. (JOSIAH) BOWRING. Miniature Painter, 3 Chiswell Street.

1791. Portrait of a young lady.

J. (JOSIAH) BOWRING. Miniature Painter, Dove Court, Moorfields.

1793. Portrait of a Young Lady.

1794. Portrait of a Child.

1795. Portrait of a Gentleman.

1796. Portrait of a Gentleman.

1796. Portrait of a Young Gentleman.

1797. Portrait of a Gentleman.

1797. Portrait of a Swedish Officer.

1799. Portrait of Captain Brown.

1801. Portrait of Mr. Stevens.

1801. Portrait of Mr. Dunnage.

1802. Portrait of a Gentleman.

1804. Portrait of Mr. Hamilton.

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